

## **PROJECT STATEMENT BELLINGHAM INTERNATIONAL AIRPORT PRELIMINARY BINDING SITE PLAN #2 / PLANNED UNIT DEVELOPMENT**

### **APPLICANT & CONSULTANT INFORMATION**

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### **PROJECT SUMMARY**

The Bellingham International Airport (BLI) is an existing regional airport built by the Federal Government in 1941, currently owned and operated by the Port of Bellingham. BLI is the largest airport in Whatcom County and the primary facility for general aviation (GA), small-package freight, commercial air transport, and business and commuter passenger air transportation for the region. A General Binding Site plan called "Bellingham International Airport General and Specific Binding Site Plan" was approved in 1990, and has expired. Twenty-two Specific Binding Site Plans, creating and modifying an approximate total of 69 lots, were approved between 1990 and 2007, ten of which have been vacated (21A, 21B, 26, 34, 35, 39-42 & 48). These existing specific binding site plan lots, numbered from 1 to 63, are mostly leased to Port tenants and are being partially or fully developed. The project objective is to establish additional development areas within and adjacent to the Bellingham International Airport facility for airport-dependent, airport-related, light-industrial and commercial uses compatible with airport operations.

The project proposal includes a new General Binding Site Plan and Planned Unit Development for the subject property. The lots which were previously approved within the original Bellingham International Airport General and Specific Binding Site Plan are proposed to be carried forward to the new General Binding Site Plan. In addition, the parcel formerly known as the BSP Exception for the Washington Military Department is proposed to become part of the General Binding Site reserve tract. (Parcel No. 380215 438519). Three previously created lots have been sold and have been excluded from the project boundary. The applicant's objective is to retain the specific lots which remain in Port ownership and allow the creation of additional specific lots for lease or sale to future tenants. To avoid future confusion, the applicant would like to continue the existing numbering system for specific lots, beginning with lot 64.

Additional project objectives are to:

- Obtain permits for 8.63 acres of direct fill and 0.29 acre of indirect fill of on-site wetlands by providing 36.39 acres of off-site mitigation at a site owned by Washington Department of Fish and Wildlife on Slater Road.
- Address zoning code issues including landscaping, signage and parking where the Whatcom County code conflicts with FAA requirements or airport operations.
- Adopt the Bellingham International Airport Stormwater Management Master Plan prepared by DEA, Inc. in 2004, updated August, 2007 and July 2009.
- Establish predictable standards and project timing allowing the creation of approximately 11 to 28 new specific sites for phased BSP/PUD development over a 20 year period.

## **PROJECT LOCATION & OWNERSHIP**

The project area includes the Bellingham International Airport (BLI) and surrounding Port owned property, located in Whatcom County 4 miles north of the city center of the City of Bellingham within Sections 10, 11, 14, and 15 of Township 38 North, Range 2 East, W.M. The property is located within the Urban Growth Area of the City of Bellingham and is already zoned appropriately for the intended land uses. The airport property, including the adjacent Airport Industrial Park and contiguous lands within the project boundary, is approximately 986 acres. Approximately 92 acres of non-contiguous airport land owned by the Port of Bellingham, but located east of I-5, south of Alderwood Avenue or south of Marine Drive are not included within the project boundary. (See Sheet 1)

The Port of Bellingham is the fee simple owner of the subject property, subject to known utility easements of record in favor of the following:

City of Bellingham  
Cascade Natural Gas  
Puget Sound Energy

The Port of Bellingham intends to retain ownership of all land areas within the project boundary with the possible exception of specific lot 25. Lot 25 is currently occupied by the Homeland Security Administration which has expressed an interest in purchasing the land and improvements. All lease areas within the project boundary are given general ingress and egress access rights to leased areas over and across all designated and undesignated roads, driveways, parking areas etc. which are intended to be maintained by the Port of Bellingham.

## **LEGAL DESCRIPTION**

All that portion of land described on the Bellingham International Airport General and Specific Binding Site Plan, as recorded under Auditors File Number 900706067, Records of Whatcom County, Washington;

And commencing at a point on the line between Sections 10 and 15, Township 38 North, Range 2 East, said point being 1835.75 feet easterly from the quarter section corner between said Sections 10 and 15; thence southerly at right angles to said section line, 30 feet to the true point of beginning of this description; thence south  $1^{\circ}37'16''$  west, 200 feet; thence north  $88^{\circ}22'44''$  west, 170 feet; thence north  $1^{\circ}37'16''$  east, 200 feet; thence south  $88^{\circ}22'44''$  east, 170 feet; to the true point of beginning, being a portion of Lot 11, Block 17, Plat of Baker View Addition to the City of Bellingham, according to the plat thereof, recorded in Volume 7 of Plats, Pages 40 through 45, Records of Whatcom County, Washington; and

Except for lease areas 27, 28, 29 and 36 as described on the Bellingham International Airport General and Specific Binding Site Plan, as recorded under Auditors File Number 900706067, Records of Whatcom County, Washington; and

Except for lease areas 47, 49 and 50 as depicted on the Bellingham International Airport Specific Binding Site Plan No. 7, as recorded under Auditors File Number 960118146, Records of Whatcom County, Washington;

Situated in Whatcom County, Washington.

## **EXISTING CONDITIONS**

The Bellingham International Airport (BLI) is a FAA Class 1, Part 139 airport, located on 1,078 acres just north and west of the Bellingham City limits. It supports a 6,700 x 150 foot all weather approach runway, with a full Instrument Landing System (ILS) and an FAA Air Traffic Control Tower. There are visual approach landing aids on both runways 16 & 34. BLI has both a Commercial and a General Aviation terminal. There are two Fixed-Based Operators (FBO), providing fuel and other aviation related services. There are 123 private and public owned hangars, and 69 aircraft tie-downs. At the present time there are no vacant hangars or tiedown spaces available at BLI and demand for these facilities continues to grow. There are currently 35 individuals paying an annual fee to be included on a waiting list for hangar space and are therefore seen as legitimate demand indicators.

The Airport Industrial Park (AIP) is an active business park located adjacent to the Bellingham International Airport consisting of 14 tenants in private and Port owned improvements.

The Airport Operations, General Aviation, Commercial Aviation Air Cargo and Light Industrial planning areas are currently serviced with public water, sewer, electricity, natural gas, cable television, fiber optic telephone, and internet service. Water and sewer lines and pump stations designed to serve the full build-out of the east side of the runway were installed by the Port Bellingham and dedicated to the City of Bellingham beginning in the early 1980's. These facilities have adequate capacity to serve the projected development on the east side of the runway. Utility service is not currently available to the west side of the runway.

The airport terminal, general aviation area and industrial park are all served by existing public and private roads. Bakerview Road and Airport Drive are Whatcom County roads, and Mitchell Way, Sound Way, Airport Way, Williamson Way, Victoria Place and the Hangar Access Road are owned and maintained by the Port of Bellingham. Access easements of Port roads range from 40 to 80 feet wide, depending on use and function. Mitchell Way has sidewalks on one side and Airport Way has sidewalks on both sides.

Two existing stormwater detention ponds were designed and constructed between 1987 and 1990 to serve the airport and airport industrial park. Additional description of existing and proposed stormwater facilities is included in the updated Bellingham International Airport Stormwater Management Master Plan, prepared by David Evans and Associates dated July 2009. (Attachment 8)

As of October 2009, there are a total of 1,830 parking stalls dedicated to commercial passenger uses at the Bellingham International Airport, including the interim use of the gravel lot adjacent to the Woodstone site (existing specific lot 33B) for remote overflow parking, accessible by shuttle. Realignment and restriping of parking spaces adjacent to the terminal has increased the supply of parking to keep pace with current demand for commercial passenger parking. However, demand remains at capacity and will exceed capacity as airline service continues to expand.

The "Bellingham International Airport General and Specific Binding Site Plan" approved in 1990 has expired. Twenty two Specific Binding Site Plans were approved between 1990 and 2007. Most of the 69 lots created are leased to Port tenants and are partially or fully developed. Ten lots have been vacated and three lots have been sold. The three lots which are no longer owned by the Port and four non-contiguous properties have been excluded from the project boundaries. The remaining existing lease lots will be carried forward to the proposed new

Preliminary General Binding Site Plan, including the parcel known as the BSP Exception lot for the Washington Military Department, is proposed to become part of the reserve tract.

## **PROJECT PROPOSAL**

The proposed Preliminary General Binding Site Plan and Planned Unit Development include 6 general Planning Areas with 18 smaller Development Areas within the general Planning Areas (see Sheet 2). The proposed Development Areas and numbering system for these areas are consistent with the Development Areas in the November 2007 Revised Wetland Buffer Plan for the Bellingham International Airport Eastside Development Master Plan, and Bellingham International Airport Stormwater Management Master Plan and 2008 JARPA application for wetland fill. Detailed descriptions of each planning and development area are included later in this section.

The proposed development areas shown on Sheet 2 encompass the property within the project area that is anticipated to meet demand for new development over the next twenty years. The estimated demand for airport-related development is based on the Bellingham International Airport Master Plan Update, prepared by URS in 2003-2004, adopted by the Port of Bellingham in 2005, and the Aviation Demand Forecast Update, prepared by URS, Inc. in February, 2007. An additional reserve tract on the west side of the runway is identified for future development beyond the 20 year planning period.

The JARPA and Wetland Buffer Plan indicate the wetlands or portions of wetlands which are proposed for fill under this development proposal. Approximately 8.63 acres of direct wetland fill and 0.29 acre of indirect wetland fill are proposed over the 20 year project time-frame. The water-quality and quantity impacts of the wetland fill are proposed to be mitigated on-site, while habitat functions are proposed to be mitigated off-site with 36.39 acres of wetland creation and enhancement at a site owned by Washington Department of Fish and Wildlife on Slater Road. See detailed descriptions of proposed fill and mitigation in the attached wetland buffer plan and mitigation plan. The proposed wetland fill and development of the Development Areas will not commence until demand is demonstrated by signed lease agreements or funded Port capital projects.

Table 1 lists development areas by number within each planning area, as keyed to Map Sheet 2. Acreage, proposed land use and estimated building square feet at build-out are described for each planning area. Where a specific land use has been identified, that use is noted.

### **Airport Operations Area**

The Airport Operations (AO) Area includes a 6,700 x 150 foot all weather approach runway, and adjacent approach zones, taxi ways and aprons. This area includes Development Areas 2, 11, 12, and 13, which are all inside the airport building restriction line. These areas are reserved for apron access to adjacent Development Areas 1, 10 and 14. A future runway and taxiway rehabilitation project will occur within this planning area. This project will rehabilitate, without lengthening or widening, the 6700 foot long by 150 foot wide runway, rehabilitate and widen taxiways, provide drainage, lighting and signage revisions. Strengthening up of runway and taxiway shoulders and construction of blast pads may be included in the project. No specific binding site lots are proposed within this planning area.

Total Acreage of Airport Operations Use: 303.8 Acres

Existing Building square footage: 0 SF

Proposed additional building square footage, at buildout: none projected in planning period

### **General Aviation Planning Area**

The General Aviation Planning Area is located between Mitchell Way and the primary runway and is reserved for aprons, taxi-ways, hangars and aircraft tie-downs, and fixed-base operator facilities providing fuel and other aviation related services.

The General Aviation area encompasses existing Specific Binding Site Plan lots 2C, 13B, 13C, 14A, 15, 16, 17, 18A, 19A, 20, 22A, 37B, 38B, 38C, 43, 44A, 45, 46, 51, 52A, 53B, 54, 55, 56, 57, 58, 59, 62 and Port hangars D and E, and the Port General Aviation Terminal.

The General Aviation Planning Area includes proposed Development Areas 5, 9, 10 and 14. Development Area 5 is inside the secured airport fence and is currently used for tie-downs, with 36,000 square feet reserved for fixed-base operator facilities. Areas 9, 10 and 14 are proposed for approximately 36 hangar structures and 16 tie-down spaces to satisfy a projected demand of an additional 88 based Aircraft for the 20 year planning period. Area 10 is free of wetlands and will likely develop first. Areas 9 and 14 both have wetlands which would need to be filled prior to development. Development Areas 9 and 14 are scheduled to be improved to meet the general aviation demand after Area 10 is fully developed. Area 9 would likely be accessed through common areas created during the development of Area 10. Traffic impacts associated with hanger development is tied to the number of General Aviation based aircraft. There are currently 174 vehicle parking stalls assigned to GA uses. However, these parking stalls are generally 30% vacant at all times because vehicle parking is allowed within a hanger or tiedown spaces within the secured fence line. Therefore as the new hanger space is developed it is anticipated that 1 parking stall per 3 based aircraft will be sufficient to meet demand for guests and visitors. As Development Areas 9, 10 and 14 are developed it is anticipated that the secured airport fence will be relocated to encompass these Areas, essentially turning Williamson Way into a dead end road for those who do not have security clearance to access the restricted areas. Four to fifteen additional specific binding site lots are anticipated within this planning area.

Total Acreage of Planning Area: 81.3 acres  
Existing Building square footage: 263,717 SF  
Proposed additional building square footage, at buildout: 310,000 SF to 315, 000  
Existing GA Based Aircraft: 200  
2020 Projected GA Based Aircraft: 269  
2030 Projected GA Based Aircraft: 288

### **Commercial Aviation Planning Area**

The Commercial Aviation Planning Area includes the Main Terminal, FAA Control Tower, International Arrivals Building and main terminal parking area. These facilities are owned by the Port of Bellingham. Traffic Impacts associated with expanding the terminal and other airport-related services are tied to the number of daily enplaned passengers. It is anticipated that the commercial passenger parking demand will continue to remain strong. To meet demand projections, additional permanent parking facilities are planned within the 20 year period in either Development Area 4, east of Mitchell Way, and/or Development Areas 17 and 18, north of Airport Drive containing between 923 to 1036 new stalls respectively. Possibly one additional specific binding site lot is anticipated within this area.

Total Acreage of Planning Area: 25.7 acres  
Existing Building square footage: 34,024 SF  
Proposed additional building square footage, at buildout: 50,000 SF to 55,000 SF

Existing Daily Passenger enplanements: 1,100  
Projected (2020) Daily Passenger enplanements: 1,500  
Projected (2030) Daily Passenger enplanements: 2,000

### **Air Cargo Planning Area**

The Air Cargo Planning Area is reserved for air cargo uses, including small-package freight. These uses require direct access to a runway apron or taxi-way. Existing Specific Binding Site Plan lots 60 and 61 are located within this area and are currently occupied by the Federal Express Corp. building and apron access. Future Development Area 1 is inside the airport fence adjacent to a taxiway and apron. Development Area 1 is reserved for air-freight facilities. A pad proposed for future aeronautical use is located north of Fed Ex on the north side of Mitchell Road. One to two additional specific binding site lots are anticipated within this planning area.

Total Acreage of Planning Area: 20.5 acres  
Existing Building square footage: 31,700 SF  
Proposed additional building square footage, at buildout: 30,000 SF

### **Airport-Related Use Planning Area**

This area encompasses existing Specific Binding Site Plan lots 11, 63 and future Development Area 4. Area 3, which is Specific Binding Site lot No. 63, does not have runway access, but is walking distance from the airport terminal. There are no wetlands on this parcel. Development Area 3 has been leased to the Pacific Cataract and Laser Institute, a surgery center where surgeons fly-in, perform surgery, and fly back out.

Development Area 4 will be used primarily for airport parking and additional airport-related services and commercial uses, such as rental-car businesses and other commercial services for air travelers. This site is adjacent to the current airport parking lot and closest to the airport terminal. The demand for airport parking has grown considerably over the past few years, requiring off-site parking within Area 7 with a shuttle to the airport terminal. Paid parking is a major source of revenue to off-set the cost of airport operations. Updated parking projections estimate a current demand for 500 additional spaces to replace existing remote interim lots, and a demand for 1,174 additional spaces by 2025. Approximately 14.4 acres of the 18.4 developable acres in Area 4 will be required for parking by 2025. The remainder of Development Area 4 is reserved for rental car agencies, overnight accommodations or other businesses serving airport passengers. This is the only remaining site adjacent to the Bellingham Airport which is visible from 1-5 and walking distance, or a short shuttle ride, from the terminal, which is an important consideration for businesses serving the traveling public. Adequate affordable parking and services adjacent to the airport terminal are essential to attract passengers to the Bellingham Airport, and revenues from paid parking and lease revenues from commercial uses located on Port property are an essential source of revenue to subsidize operation of the airport.

The market rate for paid parking compared to the cost of constructing structured parking does not make it cost effective to build a parking garage at this time. In the future, at a point in time when parking revenues and land values are high enough to justify structured parking, a parking garage may be built adjacent to the terminal and the surface parking lots in Development Area 4 will be converted to additional airport related uses. One to three new specific binding site lots are anticipated to be created within this planning area.

Total Acreage of Planning Area: 49.4 acres

Existing Building square footage: 12,591 SF  
Proposed additional building square footage, at buildout: 50,000 SF

### **Light Industrial Area**

The Light Industrial Area planning area includes existing specific lots 1B, 3A, 4, 5A, 6, 7, 8A, 9, 10, 12D, 12E, 23, 24, 25, 30, 31A,32, 33B, the Alderwood stormwater pond and Development Areas 6, 7, 8, 15, 16 and 17, which are designated for light industrial uses. These areas do not have access to the runway or taxiways. Development Area 6 is currently fully developed as a light industrial area. Area 7 (existing specific binding site #33B) is reserved for expansion of the adjacent light industrial uses. Light industrial uses are compatible with airport noise and traffic and generate lease revenues to help support airport operations. In the interim, Area 7 will be used for a temporary airport parking lot. This interim parking location does require shuttle service, as it is not within an acceptable walking distance from the terminal. Should commercial passenger enplanements and subsequent commercial parking demand exceed projections. Development Areas 17 and 18 may be developed to meet commercial passenger parking demand. Light industrial uses are compatible with adjacent airport related uses and provide revenues to help support operation of the airport. The Whatcom County Comprehensive Plan and Bellingham Urban Fringe Plan both project a shortage of serviced light industrial land in Bellingham and Whatcom County, which is partially met by the available serviced industrial land in these areas. Five to seven new specific binding site lots are anticipated to be created over the 20 year period.

Total Acreage of Planning Area: 74.3 acres  
Existing Building square footage: 330,504 SF  
Proposed additional building square footage, at buildout: 243,500 SF

### **Aeronautical Land Use Area/Reserve Tracts**

This area is located on the west side of the runway and is not currently served by utilities or stormwater facilities. Development of this area is not contemplated in the next 20 years unless airport growth is greater than expected. The U.S. Immigration and Customs Enforcement (ICE) has expressed interest in developing a facility in this area at some time in the future, but does not have specific plans or funding for such a facility. In the event that a specific project is identified and funded, additional stormwater and utility planning will be conducted and an amendment to the Binding Site Plan and PUD will be proposed.

The additional land on the west side of the runway is heavily impacted by wetlands and is not proposed for development at this time, but may be needed in the future beyond the current 20 year planning horizon.

Total Acreage of Planning Area: 350.8 Acres  
Existing Building square footage: 0 SF  
Proposed additional building square footage, at buildout: none projected in planning period

### **Open Space Areas**

Approximately 76 acres west of the runway has been designated as a conservation reserve as a result of the 1992 runway expansion. Approximately one eighth of an acre on the east side of the runway is being designated as a conservation area as a result of the runway safety project.

Total Acreage of Open Space: 76.12 Acres (7.7% of total Project boundary, or 616% of requirement for non essential airport operations in an AO zone at full build out)  
Existing Building square footage: 0 SF

Proposed additional building square footage, at buildout: none projected in planning period

**Phasing Plan**

A 20 year phasing plan is generally proposed for development of the east side of the Bellingham International Airport. Three conceptual development phases are generally described in Table 1 and Sheet 6. Generally Phase 1 development would occur within the first 10 years, Phase 2 in the second 10 years and Phase 3 beyond the 20 year term of the Binding Site Plan/Planned Unit Development Agreement being sought. However, if infrastructure development on the west side of Bellingham International Airport happens sooner and market demand for aeronautical uses remains strong, it is possible that Phase 3 development could occur sooner subject to Whatcom County approval. Prior to Phase 3 development occurring, additional critical area, stormwater, utilities planning and traffic analysis would be completed by the Port of Bellingham and submitted to Whatcom County for review of an application amending the Binding Site Plan/PUD.

### Utility and Road Plan

The Port intends to utilize existing utility and road infrastructure for both Phase 1 and Phase 2 development and will continue to maintain Port owned infrastructure.

For the AO area of the airport inside the secured fence perimeter, the highest priority is in maintaining the runway, taxiways, and aircraft ramp areas in all aspects including snow removal, resurfacing and pot holes. Maintenance work for the AO area is performed by either the airport staff or the Port's maintenance crews. Larger projects are completed by Public Works contracts.

For the public areas the Port maintains all its private roads by either Port maintenance crews or by Public Works contracts. Snow removal is a high priority for the Port's maintenance crews given the importance of accessing the terminal by the traveling public.

Williamson Way is proposed to be closed to public access at the southerly line of Development Areas 9 and 10 in conjunction with their phased development and the relocation of the security fence. The Port may provide a secured gate for AO Area access purposes when Development Areas 9 and 10 become fully developed. Either a lock box or a turn around will be provided as required by Whatcom County development standards for egress of fire fighting equipment when Williamson Way is closed to through traffic.

All stormwater detention / retention on the southern half of the airport is treated on site at approved detention sites, the northern half of the airport stormwater is in compliance with approved permits for detention/retention by the County.

The following tables describe the existing Port owned infrastructure:

<b>Roads</b>	<b>Length (LF)</b>	<b>Length (Miles)</b>	<b>Access Easement Width</b>	<b>Sidewalks</b>	<b>County Standard</b>
Mitchell Way	6,600		60'	1 side	Private-Local Access
Hangar Access	520		40'	Y	Private-Local Access
Bakerview	1,700		60'	N	850' – Public Minor Arterial, 850' Private-Local Access
Airport Way	1,910		80'	2 sides	Private-Local Access
Sound Way	1,000		60'	N	Private-Local Access
Victoria Place	750		50'	N	Private-Local Access
Williamson Way	2,975		60'	N	Private-Local Access
	<b>15,455</b>	<b>2.93</b>			(approximately 2% of total project )

<b>Utilities</b>							
All Water and Sewer Mains owned by COB							
Lift Stations: 2 Both on Mitchell owned by COB							
All Gas and Power owned by CNG/PSE							
Storm POB							
Service Lines owned by POB							
HTCI Fiber Optic cable owned by POB							
	<b>Water</b>				<b>Sewer</b>		<b>Storm</b>
	<b>20"</b>	<b>12"</b>	<b>8"</b>	<b>6"</b>	Main	Force main	Size & Type Vary
Mitchell Way		3800 LF	1520LF		2500 LF	1840 LF	3000 LF
Terminal access		900 LF			615 LF	466 LF	750 LF
Hangar Access					1400 LF		450 LF
Bakerview	4500 LF				1800 LF	720 LF	1000 LF
Woodstone					600 LF		
Sound Way					1600 LF		Swales
Victoria Place							Swales
Williamson Way	3000 LF		1380 LF	3000 LF	3000 LF		Swales
Airport Way		1300 LF					
	<b>7500 LF</b>	<b>6000 LF</b>	<b>2900 LF</b>	<b>3000 LF</b>	<b>11,500 LF</b>	<b>3000 LF</b>	<b>5200 LF</b>

**Method of Compatibility with Adjoining Uses**

The project boundary is mostly contained within secured perimeter fencing per FAA regulations and buffered by natural vegetation beyond a 10' wide cleared area immediately adjacent to the outside of the perimeter fencing for security purposes to prevent the natural vegetation being used to breach the fence. All areas where the project boundary is adjoining existing residential or industrial uses are buffered by natural vegetation. New development will incorporate landscape screening within building setback areas or yards in accordance with the Landscape Plan.

**Covenants Conditions and Restrictions**

Bellingham International Airport Rules, Regulations and Minimum Standards will serve as CCR's for the project. These rules were prepared for the safe, secure, and efficient operation of the Bellingham International Airport and adopted by the Commission of the Port of Bellingham in Resolution 1065 on the 3rd day of June, 1997. These rules may be updated as needed.

**DEVELOPMENT REGULATION ISSUES**

Current Zoning

The project area is zoned "Airport Operations" (AO) and "Light Impact Industrial" (LII) in the Whatcom County Zoning Code. Table 2 describes zoning code issues including landscaping, signage, and parking where County code conflicts with FAA requirements or airport operations.

The Bellingham International Airport and surrounding area is also subject to the height and use restrictions described in Whatcom County Ordinance 2004-82B. The proposed project is intended to be consistent with these standards.

The project area is also located within the City of Bellingham Urban Growth Area (UGA). In compliance with Section 6D of the Interlocal Agreement between the City of Bellingham and Whatcom County regarding Annexation and Development within the City of Bellingham UGA, adopted December 19, 1997, development standards for the project will be consistent with City of Bellingham development regulations where these standards exceed Whatcom County Standards and are compatible with FAA requirements.

**TABLE 1**

Planning Area	Development Area	Existing BSP No.	EXISTING		PROPOSED NEW		Proposed # of Specific Sites	Proposed Phasing
			BLDG SF	LEASED LAND SF	BLDG SF	LEASED LAND SF		
GA	5		-		10,000 to 15,000	20,000	1	1
	9				90,000	270,198	1-4	1
	10				100,000	402,800	1-4	1
	14				110,000	442,016	1-6	1
<b>GRAND TOTAL GENERAL AVIATION</b>								
			263,717	519,264	310,000 to 315,000	1,135,014	4 to 15	
	<b>ACRES</b>			12		26		
LII	6	12 E					-	
	7	33			63,000	169,028	-	1
	8				27,500	71,759	1	1
	15				19,100	100,983	1	2
	16				3,300	15,519	1	2
	17				76,100	284,282	1-2	2
	18				54,500	200,157	1-2	2
<b>GRAND TOTAL LIGHT INDUSTRIAL</b>								
			330,504	1,299,541	243,500	841,728	5 to 7	
	<b>ACRES</b>			30		19		
ARS	3	63					-	
	4				50,000	802,179	1-3	1
<b>GRAND TOTAL AIRPORT RELATED SERVICES</b>								
			12,591	123,084	50,000	802,179	1 to 3	
	<b>ACRES</b>			1		18		
AC	1				30,000	68,864	1-2	2
<b>GRAND TOTAL AIR CARGO</b>								
			31,700	135,602	30,000	68,864	1-2	
	<b>ACRES</b>			3		1.5		
<b>GRAND TOTAL COMMERCIAL AVIATION PLANNING AREA</b>								
			34,024	46,314	50,000 to 55,000	20,000 to 25,000-	0-1	1
	<b>ACRES</b>			1		1		
	2				-	39,964	-	2
	11		-		-	60,077	-	1
	12		-		-	69,500	-	1
	13		-		-	3,878	-	1
<b>GRAND TOTAL AIRPORT OPERATIONS AREA</b>								
			-	36,939	-	173,419		
	<b>ACRES</b>			1		4	-	
<b>GRAND TOTAL</b>			672,536	2,160,744	683,500 to 693,500	3,041,204 to 3,046,204	11 TO 28	
	<b>ACRES</b>			49.6		69.8		

**Table 2  
DEVELOPMENT REGULATION ISSUES IMPACTING BLI AIRPORT**

Issue	Existing Regulations	Approval/ Revision Requested	Rationale for Request	Supporting Documents
<b>WCC Title 20 – Whatcom County Zoning Ordinance</b>				
<b>Parking</b>	20.66.652 LII District  20.70.652 AO District  20.80.500 Off Street Requirements  20.80.510 Space Dimensions  20.80.520 Surfacing  20.80.525 (2) Location  20.80.560 Aisle width  20.80.580 Space Requirements  (10) Business and commercial: 1 per 300 sq. ft.  (33) Manufacturing uses: 1 per employee (on largest shift) and 1 per vehicle maintained on-site  (46) Restaurants: 1 per 250 sq. ft.  (60) Wholesale use: 1 per employee (on largest shift) and 1 per vehicle maintained on-site	<ol style="list-style-type: none"> <li>1. Allow use of Bellingham Parking Space standards per BMC 20.12 rather than WCC 20.80.510.</li> <li>2. Exception to 20.80.525 (2) to allow parking spaces for uses within the airport fence to be 700 feet from nearest gate or general use area, rather than 700 feet from the specific site.</li> <li>3. Use a space requirement of 0.3 parking space per each new hangar or airplane tie-down space.</li> </ol>	<ol style="list-style-type: none"> <li>1. In accordance with the <i>Bellingham International Airport Parking Projections</i> analysis prepared in April 2008, a total of 1,174 additional parking spaces (approx. 14.45 acres) will be required by 2025 to meet projected airport parking demand. This request to use City of Bellingham parking standards is intended to facilitate denser urban standard airport parking lot development, consistent with the project area's location within a municipal UGA, and to maximize the available land supply for proposed and interim parking facilities.</li> <li>2. The purpose of this request is to maintain safety and security within aviation and operations facilities by restricting vehicular ingress/egress within the airport's fenced perimeter.</li> <li>3. The Whatcom County code does not currently include specific parking space requirements for airport hangar and/or tie-down spaces. The proposed requirement of 0.3 space per hangar / tie-down is consistent with observed visitor parking demand for such uses.</li> </ol>	<p><b>COB Ord. No. 1997-0454:</b> Interlocal Agreement Between COB and County Regarding Development in UGA areas (see Section 3.E)</p> <p>City of Bellingham Parking Standards: BMC 20.12 and 20.36.050.</p>

<b>Landscaping</b>	20.66.651 LII District 20.70.651 AO District 20.80.300 Landscaping 20.80.530 Parking Lot Landscaping	<ol style="list-style-type: none"> <li>1. Allow use of a proposed standard which is a hybrid between Whatcom County and Bellingham Landscape Standards for Light Industrial use for new development.</li> <li>2. Reduce 20.80.360 (4) requirement to have 15 feet of landscaping along existing internal roads designated as Type 1 landscaping to 5 feet.</li> <li>3. Minimum 10' separation between landscaping and secure perimeter fence per FAA.</li> </ol>	<ol style="list-style-type: none"> <li>1. The Airport PBSP/PUD is located within the City of Bellingham UGA and, as such, new landscaping should be consistent with City landscape standards as applicable.</li> <li>2. Proposed Type 1 landscaping consists of a 5-foot wide perimeter buffer along existing internal roads (i.e., Airport Way, Mitchell Way, W. Bakerview Road and Williamson Way). Most of these roads are private roads. With the exception of that portion of W. Bakerview Road within the project boundary east of Mitchell Way being a public road. This portion of W. Bakerview Road is proposed to have a 5-foot wide perimeter buffer with sidewalks on both sides of the roadway, consistent with existing and proposed landscaping along the other local private roads serving the airport (i.e., Airport Way and Mitchell Way).</li> <li>3. The FAA requires a clear area immediately adjacent to perimeter fencing for security purposes to prevent natural vegetation from being used to breach security fences.</li> </ol>	Landscape Plan with Typical Sections and Plant Materials list for landscaping (See Map Set Sheets 4a – 4d)  Bellingham Airport Landscape Summary
<b>Signage</b>	FAA and TSA Regulations 20.80.410 (1)Overhead signs 20.80.410 (3) Off-premise 20.80.450 AO/ LII 20.80.470 Exemptions	<ol style="list-style-type: none"> <li>1. Follow FAA and TSA sign regulations inside secured perimeter/fence.</li> <li>2. Allow directional signs over public property (e.g., road rights-of-way), namely Mitchell Way and Airport Way.</li> </ol>	<ol style="list-style-type: none"> <li>1. Compliance with Federal Aviation Administration (FAA) and/or Transportation and Security Administration (TSA) signage regulations is required for all airport facilities.</li> <li>2. Roads within the PBSP/PUD project boundary, including Mitchell Way and Airport Way, are owned by the Port of Bellingham which is a public agency. The subject roads are internal to the project area and as such signage is proposed for purposes of clearly and safely facilitating visitor and emergency vehicle traffic flow, it is requested that the</li> </ol>	Preliminary Airport Signage Plan  Map Set Sheet 4e

		<p>3. Tenant lease lots: Allow off-specific binding site directional signs for tenant business at designated locations on airport property.</p> <p>4. Airport/public directional signage: Airport directional signs must be located and sized as necessary for the safe flow of traffic and emergency response vehicles. Directional signage may display the name(s) of specific air cargo and/or airport related uses located within the project boundary.</p>	<p>restriction of signage over public property not be applied to Port-owned roadways.</p> <p>3. As stated above, roads internal to the project boundary are owned by the Port of Bellingham. Therefore, County limitations on the size, number and frequency of directional signage within the project area should not apply.</p> <p>4. For the same reasons as stated above, the County limitations on size, number and frequency of directional signage should not apply within the proposed PBSP/PUD boundary. Use of specific business names on directional signage may be necessary to facilitate efficient way finding within the project area.</p>	
<b>Setbacks</b>	20.80.210 – Airport Operations (AO)	<p>1. Allow utilities, landscaping, security structures such as poles, meters, fences, guard structures, and other similar utility/security infrastructure within standard yard setbacks.</p> <p>2. Reduce the standard front yard setback from Port-owned local access roads to 15-feet within the AO zone district.</p> <p>3. Assumed lot line: Where zero lot line development occurs within the fenced airport operations area, building setbacks may be based on an assumed property line; provided that, adjacent buildings have sufficient separation and/or fire wall construction necessary to meet IFC/IBC standards.</p>	<p>1. Location of security infrastructure, such as fences, within the standard yard setback is essential to maintaining security of the facility per the airport’s TSA approved security plan.</p> <p>2. Reduction of the local access road setback from 30-feet to 15-feet will allow the Port to site essential airport facilities more efficiently within the project area and maximize the available land supply.</p> <p>3. There are multiple zero lot line structures within the project area for which Whatcom County PDS has adopted the practice of identifying an assumed property line between structures/lease lots for purposes of measuring and identifying the necessary separation and/or building construction necessary to meet fire codes. The intent of this request is to formalize this practice</p>	

			herein.	
<b>Chapter 16.16 WCC – Whatcom County Critical Areas Ordinance</b>				
<b>Wetlands</b>	WCC 16.16 – Article 6	<ol style="list-style-type: none"> <li>1. Buffer reduction and averaging</li> <li>2. Off-site Mitigation Plan Approval</li> </ol>	<ol style="list-style-type: none"> <li>1. As provided for in Sections 16.16.640 and 16.16.650 of the Whatcom County Critical Areas Ordinance, impacts to wetland buffers will be compensated for within the planning area through a mixture of buffer averaging and on-site buffer enhancement.</li> <li>2. Proposed direct and indirect wetland fills will be compensated for in the 37 acre off-site wetland enhancement and creation project as described in the off-site mitigation plan.</li> </ol>	<p>Wetland Fill Map</p> <p>Revised Wetland Buffer Plan</p> <p>Off-site Mitigation Plan</p> <p>Archaeology Study</p>
<b>WCC Title 21 - Whatcom County Land Division Regulations</b>				
<b>Preliminary Binding Site Plan</b>	<p>21.07.030(5) - Expiration and Time Extensions</p> <p>21.07.030(5)(b)</p>	<ol style="list-style-type: none"> <li>1. Exemption from the standard 5-year expiration date and timeframe within which to file all specific binding site plans.</li> <li>2. Approval of a 20-year timeframe from the date of preliminary approval.</li> </ol>	<ol style="list-style-type: none"> <li>1. Per 21.07.030(5)(b), the Port has developed a 20-year phasing plan for the proposed PBSP/PUD. Therefore, the Port seeks approval of an exemption from the standard 5-year expiration and filing requirements of 21.07.030(5)(a).</li> <li>2. The proposed 20-year timeframe is consistent with the planning horizon established under the Airport Master Plan, the proposed phasing plan discussed in the project narrative, and as illustrated on Sheet 6. Therefore, per 21.07.030(5)(b), it is requested that the Port be allowed to file general and specific binding site plans any time within the 20-year timeframe as the market demand allows.</li> </ol>	See Table 1 and Map Sheet 6 – Phasing Plan