



COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

HEARING BODY: Hearing Examiner

HEARING DATE: November 14, 2013

TYPE OF APPLICATION: Conditional Use Permit

PROJECT FILE NUMBER: 13001.CUP

PROJECT DESCRIPTION: Establishment of park & ride/ airport parking lot (Commercial Parking Lot) at 5330 LaBounty Drive in Ferndale

APPLICANT: Greg Grant, I-5 Airport Parking

PROJECT LOCATION: Located at the northeast corner of LaBounty Drive and Smith Road

STAFF REPORT EXHIBITS

<i>EXHIBIT #</i>	<i>TITLE</i>
1	Staff Report (text)
2	Official Zoning Map
3	Comprehensive Plan Map
4	Aerial Photo/Vicinity Map
5	Zoning Code Excerpt (General Business Zone – 18.49)
6	Application & Narrative, including traffic report
7	Public Notification Affidavits
8	Site Plan

OVERVIEW

The applicant proposes to utilize an existing parking lot as a park & ride/ airport parking facility, collectively known as a “commercial parking lot” in the Ferndale Municipal Code. The proposed use will include a number of accessory elements that will be established in phases, including taxi and limousine service, auto detailing, a potential auto body shop, animal kennels, and miscellaneous other uses intended to support travelers. The site may also be used for the temporary storage of other vehicles such as boats and recreational vehicles.

Many of these uses have been approved administratively, including a taxi/ limousine service, which already provide transportation to and from the Bellingham International Airport. The City and the applicant recognize that the popularity of the Bellingham International Airport has led to the de facto establishment of an airport parking facility, which in term has generated the requirement for a Conditional Use Permit.

Until Summer 2013, airport park and rides were not listed as either a conditional or permitted use in the General Business Zone. The Ferndale Municipal Code (Exhibit 2) has long held that uses similar in nature to a listed permitted or conditional use may be processed as a conditional use. The applicant had requested that the City Council review these requirements in order to determine if an airport park and ride should be a permitted, rather than a conditional use, due in part to the fact that when the zone was established in 2009, the Bellingham International Airport did not experience the passenger traffic that would warrant offsite airport parking.

The City initiated this zoning text review in 2013, and determined that an airport park and ride should be clearly listed in the code, as a conditional use. The City Council and Planning Commission felt that although airport parking and park and rides do not necessarily generate greater impacts than other uses allowed within the zone, their impact (and the potential impact of several such businesses in close proximity to one another) did warrant additional review and public comment through the Conditional Use process. However, neither the City Council nor the Planning Commission identified specific criteria to guide the development of all airport parking facilities. Rather, the reviewing bodies felt that it was appropriate for the public to have an opportunity to comment on these proposed activities, and for the Hearing Examiner to consider site-specific conditions that may be attached to individual proposals, through the public hearing process.¹

SETTING

Site Description

¹ Park and rides and airport parking facilities are not necessarily subject to a SEPA environmental review, depending on their size and the existing conditions of a subject parcel.

The property has been previously developed, and consists of three parcels totaling approximately 3.5 acres. Previous uses include an automobile dealership, “band boosters bingo,” an alternative high school, and most recently a boat dealership. A large paved parking lot is the most dramatic evidence of the previous automobile dealership, and the existing building includes a variety of rooms that have been used alternatively for auto detailing and repair, offices, classrooms, large event space, and more.

Comp Plan and Zoning

The Site is zoned General Business, and designated as “Commercial” in the City’s Comprehensive Plan (See Exhibits 2 and 3)

Surrounding Zoning and Uses

(Please refer to Exhibits 2-4 for the following.)

North and East

The property itself is roughly triangular in shape, with Interstate Five acting primarily as both the northern and eastern boundary (a small undeveloped parcel in separate ownership is immediately to the north of the site). The property owner of the subject site has previously reached an agreement with the Washington State Department of Transportation to mow the ~100’ buffer between the freeway and the subject property in order to maintain visibility to the property itself.

South

Two vacant parcels in separate ownership (remnants of the former automobile dealership ownership group) lie to the south of the property and are immediately adjacent to Smith Road. These properties share the same zoning and comprehensive plan designation of the subject site.

West

LaBounty Drive borders the subject site to the west. On the western side of LaBounty Drive are several developed properties that are also within the General Business zone/ Commercial land use designation. These properties include a boat manufacturing facility, offices with light manufacturing capabilities, a propane dealership, and a landscaping/rock dealer.

PROJECT DETAILS

Application Materials

The applicant has completed an application form (see Exhibit 6), which gives information regarding the operational details of the business. The applicant has also provided a basic site plan (see Exhibit 8) that shows the parking lot layout for the airport business. At the request of the City, the applicant has also provided an estimate of traffic impacts associated with the

facility, showing projected traffic generated through service to the Bellingham International Airport.

Parking Lot Details

The proposed parking facility will utilize the existing paved parking lot on the site, and no additional infrastructure is proposed within the parking lot itself. Additional infrastructure or equipment will likely be necessary to accommodate an internal car wash station and associated stormwater.

Site Details

The subject site is nearly entirely covered with impervious surface (pavement, buildings), and as per the application materials, the “design and appearance will remain exactly the same with the only change being on the interior portion of the building.”

The site does not include full frontage improvements (curbs, gutter, sidewalks) along LaBounty Drive, due to the fact that it was initially developed prior to City requirements for these improvements. The building itself is a single-story structure which includes offices, meeting rooms, restrooms, and work bays for vehicles.

Phasing

The applicants have established a taxi/limousine business on the property, and wish to immediately expand to include a full-service airport parking facility. Automobile repair including a body shop, auto detailing, as well as a potential pet kennel and other supporting uses may be proposed as part of the second phase of development.

Operational Details

In addition to information provided in the applicant’s written materials, staff has discussed the operational details with the applicant in order to gather information for the review and analysis of the project.

Hours/Staffing

The applicant states that the facility will be attended from approximately 8 am until 5 pm, seven days a week, and earlier/later as needed. The applicant may consider an automatic ticketing service in the future, but none is planned at this time.

Goods/Services

No services are offered at the facility, and none are proposed at this time.

Traffic Flow

The applicant has provided an estimate of traffic generation to and from the facility (Exhibit 6). Although some traffic will be generated by vehicles that will only utilize the repair and

detailing facilities, the predominant traffic generator will be associated with airport traffic. The Bellingham International Airport schedules an average of fifteen commercial flights per day. Approximately 10% of these flights occur between 4 and 6pm on weekdays, which is the peak hour for trip generation.

The applicant estimates that approximately one round trip will be generated during the weekday pm peak hour for taxi/limousine service to and from the airport, and that up to twenty-four vehicles per day will arrive/depart from the facility, including approximately five pm peak hour trips.

Disposal of Existing Waste/ Site Clean Up

The proposed use will not create waste. As a condition of this conditional use permit, the business will be required to maintain the appropriate garbage/recycling bins that are currently onsite.

Project Timing

The applicant anticipates operation of the facility immediately upon approval.

ANALYSIS

Consistency with Zoning

The General Business zone states that commercial parking lots may be approved as a conditional use. As noted above, the City Council recently added this use to those specifically listed in the Ferndale Municipal Code, but did not attach additional criteria for consideration beyond the existing CUP requirements.

Compatibility with Surrounding Uses/Properties

Staff believes that the proposed use is compatible with surrounding uses and properties, chiefly due to the fact that the existing site has been utilized for many years as a high parking volume/ low traffic-generating use. While the previous uses of a site cannot necessarily be used as the primary determining factor for future uses, we believe it is reasonable to note that the surrounding uses grew up around the automobile dealership and have also experienced the impacts associated with an “open campus” high school.

Traffic/Access/Circulation/Parking

Staff believes that the existing layout appropriately addresses traffic, access, circulation, and parking. The primary market for this use is Canadian, and as a result the majority of customers will be first-time visitors (at least initially) who may be unfamiliar with Ferndale or the site itself. The site does not have immediate access from the freeway, but the route to the facility is not complicated and should be easy to navigate with even a rudimentary

understanding of maps. However, neither staff or the applicant propose off-site signs directing customers to the facility.

There are two larger questions associated with traffic and the parking lot itself: traffic impacts and frontage improvements. While neither of these questions fall under the immediate scope of Hearing Examiner review, we feel it is appropriate to address them at this time.

Traffic Impacts

The trip generation for airport park and rides vary broadly, depending on the time of year, the destination, and the length of time for a trip. The Institute of Traffic Engineers Trip Generation Manual does not include an analysis of such uses.

The applicant has provided an estimate of trips generated by the proposed uses, as well as a history of development on the site (Exhibit 6). Staff has reviewed this analysis and finds that the conclusions are appropriate. Even if the trip generation from the facility is significantly underestimated, the trip generation will be substantially less than previous uses, specifically an automobile dealership and a school. An automobile dealership generates on average 2.59 trips per 1,000 square feet of gross floor area, or approximately 41 trips to a 16,000 square foot building. A high school generates slightly fewer trips than a dealership – 2.12 per 1,000 square feet, or just less than 34 pm peak hour trips.

In either case, the anticipated use would appear to generate fewer trips than have previously been allowed.

Frontage improvements

Ferndale Municipal Code 12.14 requires frontage improvements for all projects, subject to certain exemptions as described in FMC 12.14.050. FMC 12.14.050 exempts the following:

B. Any conversion, change in use, remodel, or addition to an existing building or development that results in increased vehicle trips of less than 25 percent and whose value of improvement totals less than \$100,000. The determination of additional trip generation shall be based on the data derived from the ITE Trip Generation Manual. However, in the discretion of the Public Works Director, the developer may pay for a traffic count/study to be completed by a third party and reviewed by the City to determine the actual percentage increase in trip generation.

Based upon the scope of work identified by the application, as well as the anticipated transportation impacts described above, staff does not recommend that frontage improvements should be required. Should subsequent work or trip generation exceed this scope, the City reserves the right to require frontage improvements, and a recommended condition has been added to this staff report.

Landscaping

The Ferndale Municipal Code's landscaping standards (FMC 18.74) do not specifically describe landscaping necessary for a change of use. As noted, the scope of work does not trigger the need for frontage improvements, nor does it require that the existing parking lot be repaved, restriped, or redesigned to add landscaping "islands." FMC 18.74.020 does not require additional landscaping for a "change of use not affecting exterior of building."

Staff acknowledges that the subject site benefits by the unfettered visibility from the freeway, and that landscaping between the property and the freeway would tend to decrease this visibility. We also acknowledge that the security of these uses benefits from clear visibility into the facility.

However, staff does recommend that the applicant consider landscaping that may better frame the entrances and exits to the facility. The surrounding neighborhood has evolved from a rural area to a more urban/suburban area during the lifetime of this development, and targeted landscaping will serve to provide additional permanence/ sense of place to the public property/ private property interface.

Stormwater/Drainage

The existing storm water system will continue to be used. In the event that a use is proposed that would require changes to the stormwater system, the City will require compliance with the City's current stormwater regulations.

Land Uses

The applicant proposes the following land uses. Staff has identified the process required for each, below²:

Airport Park and Ride (Commercial Parking Lot): Conditional Use

Automotive Repair (Major or Minor): Permitted Use

Automotive Service Station (including detailing): Permitted Use

Vehicle Leasing/ Renting: Permitted Use (includes limousine/ taxi service)

Pet Kennels: Permitted Use

PROCESS

² Staff has completed administrative reviews of the commercial parking lot facility and the vehicle leasing/ renting facility, and have not identified any additional conditions of approval beyond compliance with the attached site plan. The City has not reviewed or approved the remaining land uses, and a condition has been added requiring that if these land uses are proposed, the City must review them in accordance to City requirements in effect at the time of a complete application.

Affidavits demonstrating compliance with City public notice requirements are attached as Exhibit 7. Public notices were distributed and published on October 30th, concluding on November 13th. As of November 6, 2013 no public comments have been received.

APPROVAL CRITERIA

The Hearing Examiner may grant a conditional use permit only if it finds that the applicant has demonstrated the following facts. Each of the numbered criteria is followed by a brief staff response *in bold italics*, which is supported by the analysis in this staff report.

1. The use is an enumerated conditional use in the zone wherein the property is located.

Commercial Parking Lots are specifically listed as Conditional Uses in the General Business zone.

2. The notice of public hearing has been duly published.

The notice of public hearing was published pursuant to the Ferndale Municipal Code.

3. The use, with appropriate conditions imposed, will not have significant adverse effects on the environment or on other uses, or the use, with appropriate conditions imposed, will mitigate to the greatest extent practicable, all significant adverse effects on the environment.

The proposed use, as conditioned, will not have significant adverse effects on the environment or on other uses.

4. The use, with appropriate conditions imposed, will be compatible with the existing uses, designs and appearance of the properties in its vicinity.

The proposed use, as conditioned, will be compatible with the existing uses, designs, and appearance of the properties in the vicinity. While the property has had several tenants over the last decade, it has also had a high turnover during that time. The use as proposed appears poised to take advantage of airport traffic that is capable of sustaining itself for the foreseeable future.

5. The use, with appropriate conditions imposed, will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated

The proposed use, as conditioned, will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity.

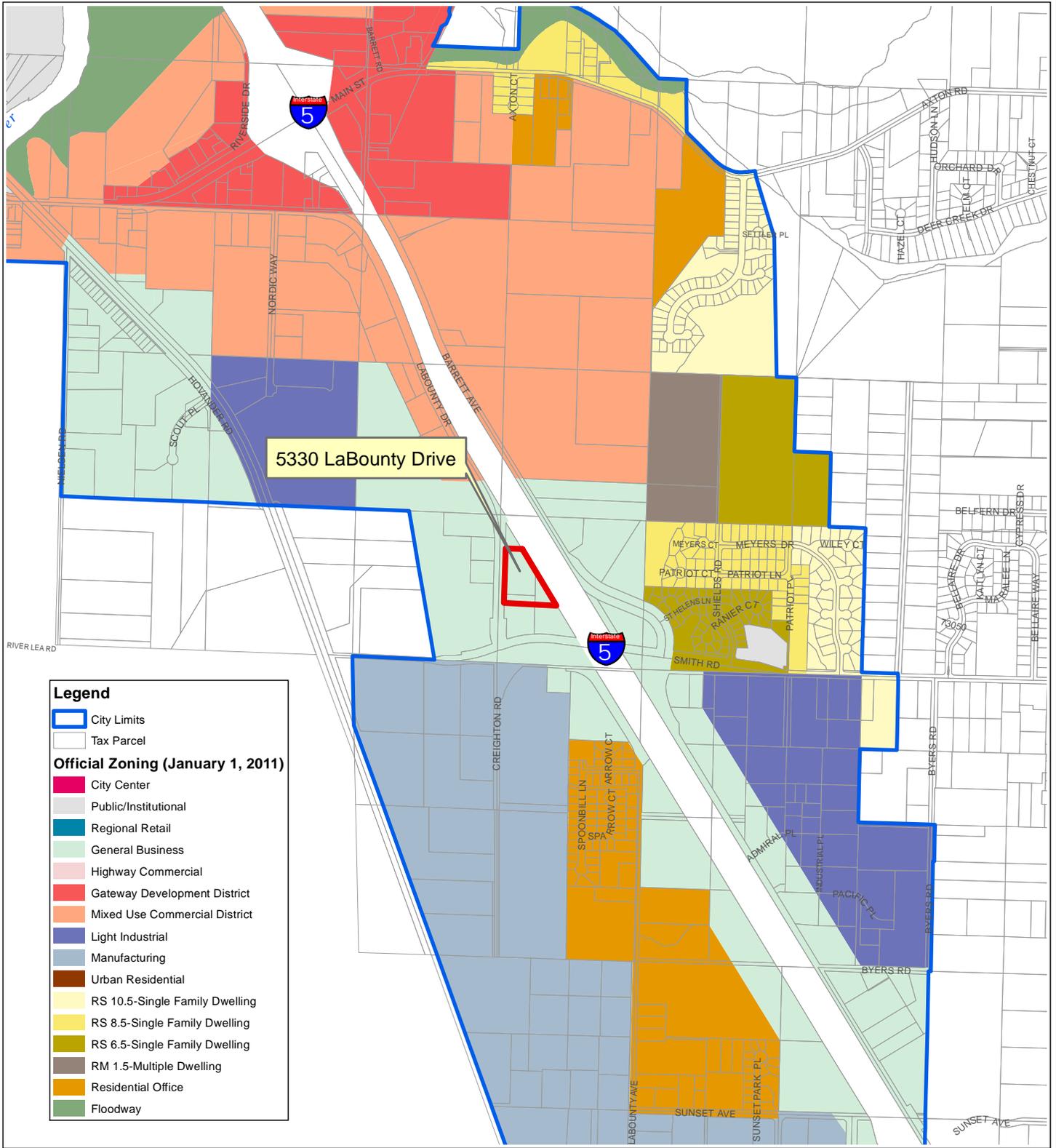
If the Hearing Examiner finds that appropriate conditions have not been proposed by the applicant so as to permit the granting of the permit, he may either deny the permit or impose such conditions upon the use as he finds will permit the granting of the permit.

RECOMMENDATION

Based upon staff's assessment that the project meets all of the above approval criteria, staff recommends that the Hearing Examiner APPROVE the proposed Conditional Use Permit for commercial parking lot, subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL

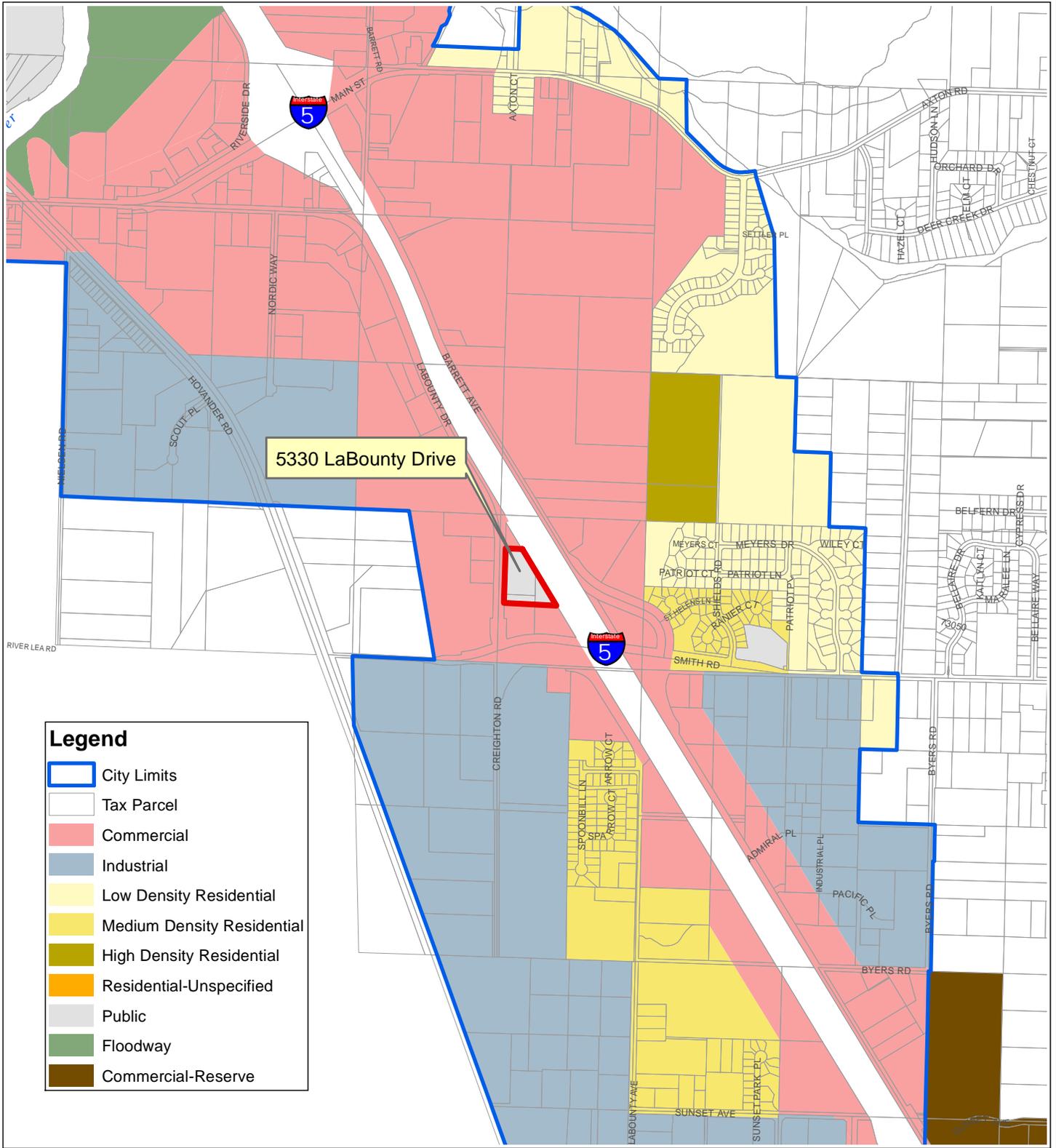
1. The City reserves the right to require frontage improvements, stormwater improvements, or other improvements if the scope of work is increased to the extent that it becomes subject to these or other regulations. All other work shall substantially reflect the site plan as shown in Exhibit 8.
2. The applicant shall propose a landscaping plan at the primary points of ingress and egress to and from the site. Such landscaping shall at a minimum consist of ground cover and one tree in order to "frame" these access points.
3. The applicant shall maintain existing waste and recycling areas.
4. The City has reviewed a proposal for a commercial parking lot and associated automobile detailing, not including car wash facilities. Any additional uses shall be reviewed and conditioned by the City based upon regulations in effect at the time a complete application is submitted. This Conditional Use approval neither approves, or restricts approval of other land uses that may be proposed in the future.
5. The conditional use permit shall expire if establishment of the use authorized by the permit is not commenced within five (5) years from the date the grant of the permit becomes final, in accordance with the provisions of Chapter 18.12.160 FMC.



13001.CUP
 Park and Ride
 5330 LaBounty Drive
 Official Zoning Map
 Exhibit 2

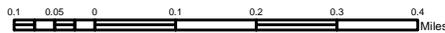


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Legend

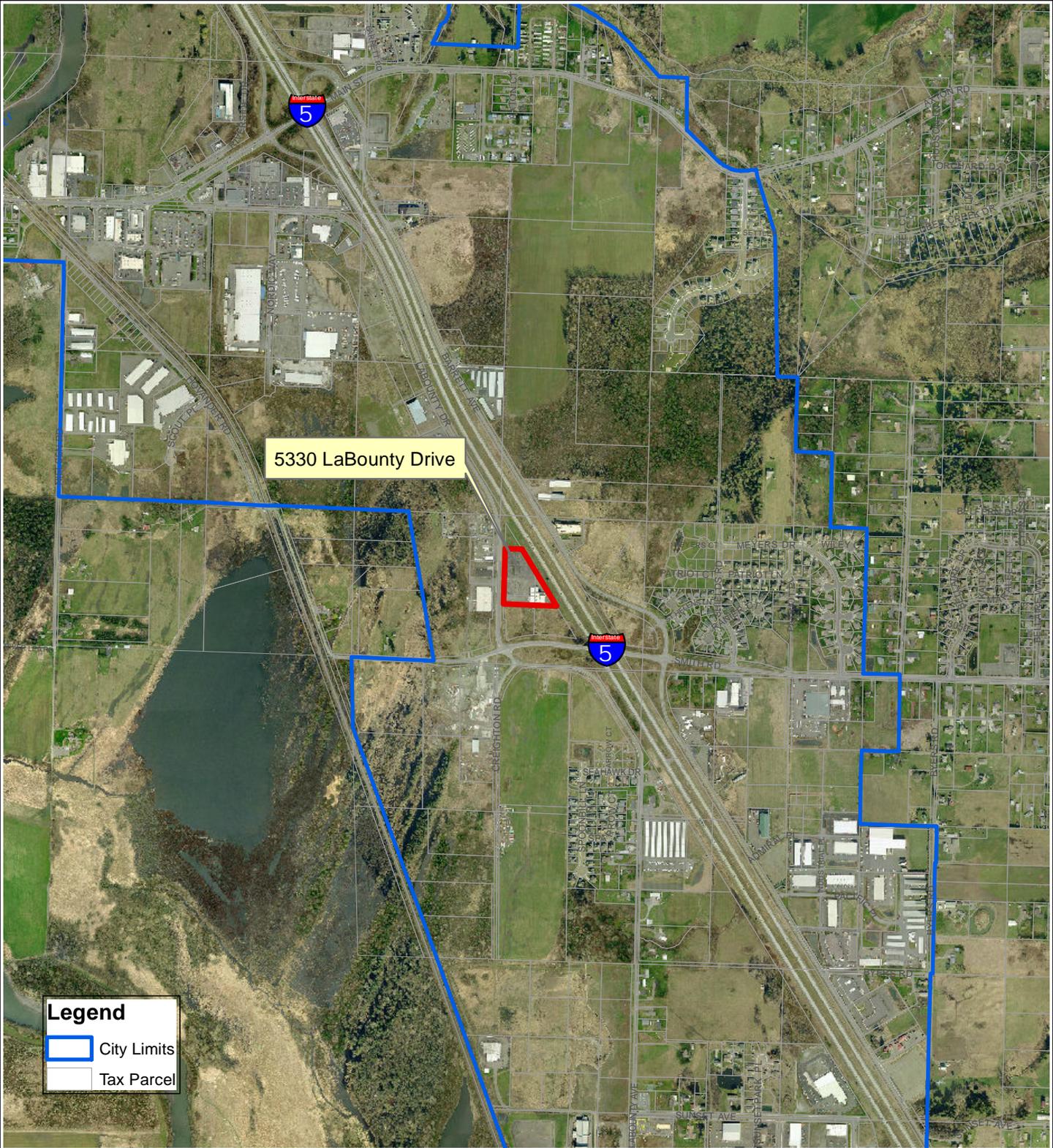
- City Limits
- Tax Parcel
- Commercial
- Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential-Unspecified
- Public
- Floodway
- Commercial-Reserve



13001.CUP
 Park and Ride
 5330 LaBounty Drive
 Comprehensive Plan Map
 Exhibit 3

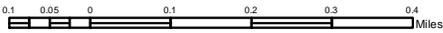


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Legend

- City Limits
- Tax Parcel



13001.CUP
 Park and Ride
 5330 LaBounty Drive
 Aerial Photo/Vicinity Map
 Exhibit 4



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Chapter 18.49 GENERAL BUSINESS ZONE (C5/GBZ)

Sections:

- [18.49.010](#) Purpose.
- [18.49.020](#) Land use objectives.
- [18.49.025](#) Permitted uses.
- [18.49.030](#) Conditional uses.
- [18.49.035](#) Accessory uses.
- [18.49.040](#) Minimum lot size.
- [18.49.050](#) Minimum lot width.
- [18.49.060](#) Maximum building height.
- [18.49.070](#) Setbacks and lot coverage.
- [18.49.080](#) Parking.
- [18.49.090](#) Accessory building and use regulations.
- [18.49.100](#) Sign regulations.
- [18.49.110](#) Development proposals.
- [18.49.120](#) Site design.

18.49.010 Purpose.

The general business zone is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with professional offices, incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, as well as retail uses with similar requirements. The zone is not intended to include those uses whose primary purpose is residential or heavy industrial in nature. This zone may be applied to some portions of the City that are designated either commercial or industrial under the City of Ferndale Comprehensive Plan. In some cases, specific use types are restricted to certain road designations in order to preserve the consistency of uses within the zone. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.020 Land use objectives.

All proposed developments within the general business zone must demonstrate the manner in which the proposal achieves the following objectives:

A. Establish attractive, visually interesting facades when adjacent to or visible from primary public roadways, without diminishing the function of the use for which the structure is intended. For the purposes of this section, attractive, visually interesting facades shall reflect the guideline contained within FMC [18.58.070](#)(A)(1) (building design guideline for facades and exterior walls), as modified by this section:

Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of buildings that are adjacent to or visible from primary public roadways, including Interstate Five, and provide visual interest that will be consistent with the community's identity, character, and scale. Facades, exterior walls and entryways shall provide consistent architectural treatment.

B. Be authorized to establish limited food operations intended to serve workers or visitors in the area.

C. Be required to identify and conform to specific routes for heavy truck traffic, if such traffic should exist.

D. Obscure, to the greatest extent practical, fleet vehicle parking, machinery, equipment, storage facilities, warehouses, and machine or service shops behind principal structures or landscaping, and/or design such uses to be visually appealing.

E. Establish public or private connecting roads between parcels where practicable, in order to increase the efficiency of primary roadways in the area.

F. Propose architectural designs and color palettes that will serve to break up or reduce the appearance of large structures, or will reduce the visual impact of multiple structures of similar size, style, and design.

G. Consolidate, to the greatest extent possible, the number of access points from the primary roadways in the area.

H. Create shared parking and loading areas within and between developments.

I. Minimize the use and appearance of large, free-standing signage, as well as establish a comprehensive sign plan when more than two uses are proposed. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.025 Permitted uses.

A. Automotive repair – major.

B. Automotive repair – minor.

C. Automotive repair – specialty shop.

- D. Automotive sales.
- E. Automotive service station.
- F. Auto part sales.
- G. Bicycle or motorcycle rental or sales.
- H. Bottling plants.
- I. Equipment rentals.
- J. Farm equipment and supplies sales.
- K. Heavy equipment sales and repair.
- L. Manufactured home sale lot.
- M. Marine equipment rentals.
- N. Marine gas sales.
- O. Marine repair.
- P. Truck rentals.
- Q. Vehicle leasing/renting.
- R. Vehicle sales.
- S. Warehousing, wholesale use.
- T. Animal shelter.
- U. Automatic teller machines.
- V. Commercial kennel.
- W. Contractor's offices.
- X. Funeral establishments.

- Y. Laundry/dry cleaning, commercial.
- Z. Mini-warehouse/storage.
- AA. Mailing service.
- BB. Moving and storage company.
- CC. Telemarketing services.
- DD. Cafeterias.
- EE. Delicatessen.
- FF. Micro brewery.
- GG. Restaurants/drive-through.
- HH. Restaurants/lounge.
- II. Restaurants/take-out.
- JJ. Laboratory – research and development.
- KK. Light manufacturing uses.
- LL. Wholesale facilities and operations.
- MM. Financial institutions.
- NN. Newspaper offices and printing works.
- OO. Office – consulting services.
- PP. Office – corporate.
- QQ. Office – general.
- RR. Office – research and development.
- SS. Radio and television studios.

TT. Commercial schools.

UU. Trade schools.

VV. General park M and O activities.

WW. Public agency facilities.

XX. Schools, institutions of higher education, including technical schools.

YY. Trail head facilities.

ZZ. Trails for equestrian, pedestrian, or nonmotorized vehicle use.

AAA. Batting cages, racquetball and tennis courts, driving ranges, miniature golf, shooting range.

BBB. Commercial recreation, indoor.

CCC. Commercial recreation, outdoor.

DDD. Building, hardware, garden supply stores.

EEE. Commercial "card lock" fueling stations.

FFF. Farm equipment sales and service.

GGG. Landscaping material sales.

HHH. Lumberyards.

III. Nursery, plant.

JJJ. Retail hay, grain and feed stores.

KKK. Bus station.

LLL. Publicly owned community signs and public art.

MMM. Retail, with an industrial or manufacturing component.

NNN. Uses similar to the above, in the judgment of the Zoning Administrator, following consultation with members of the Technical Review Committee (TRC). (Ord. 1796 § 1, 2013; Ord. 1603, 2010)

18.49.030 Conditional uses.

- A. Boat building.
- B. Car wash – automatic or self-service.
- C. Gas/fuel station.
- D. Towing, vehicle impound lots.
- E. Truck stop – diesel fuel sales.
- F. Truck terminal/truck stop.
- G. Crematoriums.
- H. Hospital/clinic – large animal.
- I. Hospital/clinic – small animal.
- J. Substance abuse treatment facility.
- K. Food processing.
- L. Warehousing and distribution facilities.
- M. Medical, dental and other clinics.
- N. Churches.
- O. Cultural institutions.
- P. Hospitals.
- Q. Public campgrounds.
- R. Indoor cinema.

- S. Recreational vehicle campgrounds.
- T. Recreational vehicle parks.
- U. Theater (indoor).
- V. Furniture, home furnishings, and appliance stores.
- W. Auction house.
- X. Convention center including banquet facilities and/or meeting halls.
- Y. Micro and macro antennas.
- Z. Monopole.
- AA. Transportation center.
- BB. Park and ride.
- CC. Commercial parking lots.
- DD. Uses similar to the above, in the judgment of the Zoning Administrator, following consultation with members of the Technical Review Committee (TRC). (Ord. 1796 § 1, 2013; Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.035 Accessory uses.

- A. Restaurants/sit-down.
- B. Dwelling units for watchman or custodian.
- C. Outdoor sales.
- D. Convenience store without fueling facilities.
- E. Convenience store with fueling facilities.
- F. Outdoor storage.
- G. Storage in an enclosed building.

H. Retail. (Ord. 1796 § 1, 2013; Ord. 1603, 2010)

18.49.040 Minimum lot size.

Minimum lot size is as follows: none. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.050 Minimum lot width.

Minimum lot width is as follows: none. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.060 Maximum building height.

Maximum building height is as follows: 45 feet; provided, that structures which front on the primary roadway shall be as tall or taller than structures behind them. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.070 Setbacks and lot coverage.

Setbacks and lot coverage are as follows:

A. Setbacks.

1. Front: no setback from street right-of-way lines, contingent upon frontage improvements or right-of-way expansion required by the City.
2. Rear and sides: 50 feet if site adjoins any residential zoning district or use, otherwise none.

B. Lot coverage (maximum): none. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.080 Parking.

For specific parking requirements, refer to Chapter [18.76](#) FMC. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.090 Accessory building and use regulations.

For specific regulations on accessory buildings or uses, refer to FMC [18.72.050](#). (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.100 Sign regulations.

For specific regulations on signs, refer to Chapter [18.80](#) FMC. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

18.49.110 Development proposals.

The City of Ferndale has identified the general business zone as an area in which development shall make efficient use of total lot area by consolidating development to the greatest extent practical, and by utilizing shared infrastructure such as parking and stormwater facilities. In addition, proposals which are anticipated to result in development which is phased in over time shall be required to identify the project scope on a planned unit development application or, for commercial subdivisions, propose a general binding site plan which will guide the development and be binding upon the City and the applicant, but may be amended if necessary. Commercial subdivisions such as short plats are discouraged in this zone, unless no project is identified. Short plats shall be reviewed based on the highest permitted use in the zone. (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

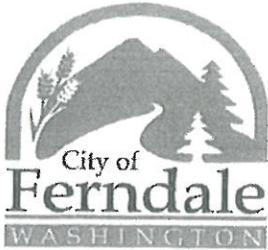
18.49.120 Site design.

Stormwater facilities such as ponds shall not be permitted adjacent to the primary street on the property, unless landscaping and fencing are provided pursuant to Chapter [18.74](#) FMC (landscaping). (Ord. 1603, 2010; Ord. 1573 § 1, 2010)

RECEIVED

SEP 10 2013

BY: 13001-CUP



CONDITIONAL USE PERMIT

City of Ferndale Community Development Department
 2095 Main Street/ PO Box 936
 Ferndale, WA 98248 (360) 384-4006
 www.cityofferndale.org

CONDITIONAL USE PERMIT APPLICATION FORM

SUBMITTAL REQUIRED BY APPLICANT:

- Completed Master Application Form
 Completed Conditional Use Permit Application Form
 Completed Site Plan Review Application Form and all required documents

TO BE COMPLETED BY APPLICANT:

The following information or material is required with all conditional use permit applications. If any or all of the required information or materials is missing or incomplete, the application will not be considered complete and will not be scheduled for public hearing until the necessary material is submitted.

CONTACT INFORMATION

PROPERTY OWNER

 APPLICANTName: GREGORY GRANTAddress: P.O. Box 532City/State/Zip: BELLINGHAM WA 98227Phone: 733 4333 Cell: 224 7253 Fax: 734 6879Email Address: greggrant@cbbain.com

OTHER CONTACT

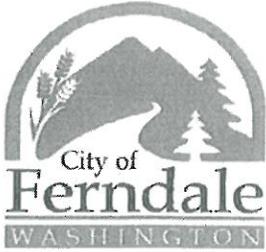
 APPLICANTName: Douglas RobertsonAddress: 1900 DupontCity/State/Zip: Bellingham WA

Phone: _____ Cell: _____ Fax: _____

Email Address: _____

PROPERTY INFORMATION

Site Address: 5330 La BountyTax Parcel Number(s): See attachedLegal Description(s): GENERAL BUSINESSZoning: See attached



CONDITIONAL USE PERMIT

City of Ferndale Community Development Department
2095 Main Street/ PO Box 936
Ferndale, WA 98248 (360) 384-4006
www.cityofferndale.org

CERTIFICATION

I CERTIFY THAT UNDER PENALTY OF PERJURY THAT THE INFORMATION AND EXHIBITS SUBMITTED HEREWITH ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND, FURTHER, THAT I AM AUTHORIZED BY THE OWNER OF THE ABOVE PREMISES TO PERFORM WORK FOR WHICH PERMIT APPLICATION IS MADE. I UNDERSTAND THAT I AM CONSENTING TO ALLOW THE CITY STAFF INVOLVED IN THIS APPLICATION OR THEIR DESIGNEES TO ENTER ONTO AND INSPECT THE SUBJECT PROPERTY FOR THE SOLE PURPOSE OF MAKING ANY EXAMINATION OF THE PROPERTY WHICH IS NECESSARY TO PROCESS THIS APPLICATION.

OWNER:

Signature: _____

Date: _____

9-10-13

APPLICANT (if different than Owner, above)

Signature: _____

Date: _____

Attachment to Conditional Use Permit Application
For Greg Grant



Existing Use:

This property had previously been used as an automobile dealership, a bingo hall, a boat dealership, a school, and other intermittent uses.

Proposed Use:

This property is being used as a parking lot, being leased to transport services to transport clients to and from the Bellingham International Airport, and as an automobile detail facility. The latter will involve minor repair, maintenance and cleaning of vehicles (interior and exterior). Any exterior washing of the vehicles will be done inside with the run-off piped into the city sewer. Specifically, there will be no washing of vehicles outside.

Adjacent Uses:

I-5 to the east, light industrial to the west, Smith Road to the south (triangular piece, no use to the north). The property is abutted on all sides by arterials/major interstate.

How does proposed use comply with the Zoning Ordinance?

The property is zoned General Business (FMC 18.49).

The applicant does not believe a CUP is required. The proposed should be part of permitted uses as the proposed uses are extremely similar, if not identical, to the permitted uses, including:

- Automotive repair – minor and specialty shop;
- Automotive sales (i.e., large parking lot for cars); and
- Bus station (a location where transit vehicles will be coming to and from).

Applicant believes that prior to amendment of the applicable code, use of the property as intended was a permitted use.

After the interceding amendment to the code, the use of the property as a Park and Ride is now a conditional use. There does not appear to be a definition for Park and Ride. Given that the applicant will only be operating the parking and a third party will be involved in the transportation, a condition use permit should not be required. Instead administrative approval is the appropriate route. Regardless, this application is submitted to expedite resolution.

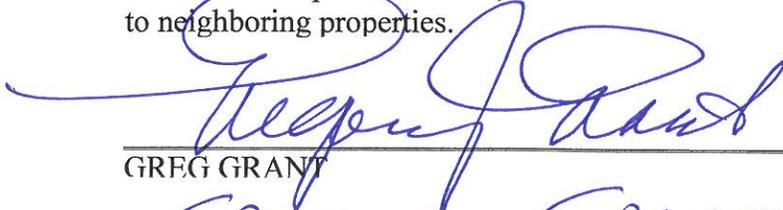
How is this use compatible with the existing uses, designs, and appearances in the vicinity?

The proposed activity on the property will involve exactly the same use, design and appearance. With regard to the use, the property will still effectively be a big parking lot for vehicles. The use, design and appearance will remain exactly the same with the only change being on the interior portion of the building (focusing on connecting the plumbing

to the city sewer). This appearance and use is consistent with the surrounding property in that across the street are light industrial properties with interior activities with large parking areas out front.

What mitigation measures do you propose to reduce the impact of the proposal to neighboring properties in the vicinity and/or the environment?

The only "mitigation measure" is to replumb the property so that all water generated inside the building will be delivered to the sewer instead of discharged into surrounding daylight storm ditches. Other than that, no mitigation measures are needed because there are no externalities created by this use that are either different from all prior uses, different from permitted uses, or that are reasonable and necessary to produce any impact to neighboring properties.



GREG GRANT

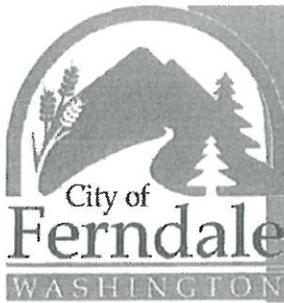
9-10-13
Date

GREGORY GRANT

PO Box 532

BELLINGHAM WA

98227



MASTER APPLICATION

City of Ferndale Community Development Department
 2095 Main Street/ PO Box 936
 Ferndale, WA 98248 (360) 384-4006
www.cityofferndale.org



● An Appointment is Required to Submit Your Application

An Appointment is Required to Submit Your Application

Additional information for each specific application type is required. Check with Staff to ensure you have the correct supplemental forms.

CHECK TYPE OF APPLICATION <i>(check all that apply)</i>					
<input type="checkbox"/> Short Plat	<input type="checkbox"/> Preliminary Plat	<input checked="" type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> SEPA	<input type="checkbox"/> Comprehensive Plan Amendment	
<input type="checkbox"/> General Binding Site Plan	<input type="checkbox"/> Specific Binding Site Plan	<input type="checkbox"/> Final Plat	<input type="checkbox"/> Variance	<input type="checkbox"/> Critical Areas Development	
<input type="checkbox"/> Rezone	<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Planned Unit Development (PUD)	<input type="checkbox"/> Shoreline Permit	<input type="checkbox"/> Critical Areas Variance	
<input type="checkbox"/> Zoning Code Text	<input type="checkbox"/> Short Plat Variance	<input type="checkbox"/> Plat Variance	<input type="checkbox"/> Site Plan Review	<input type="checkbox"/> Other:	

CONTACT INFORMATION	PROPERTY INFORMATION
PROPERTY OWNER <input checked="" type="checkbox"/> APPLICANT Name: <u>GREGORY GRANT</u> Address: <u>P.O. Box 532</u> City: <u>BELLINGHAM</u> State: <u>WA</u> Zip: <u>98227</u> Phone: <u>360 733 4333</u> Fax: <u>360 734 6879</u> Cell: <u>360 224 7253</u> E-mail: <u>greggrant@cbair.com</u>	PROJECT ADDRESS: <u>5330 La Bounty Dr</u> TAX PARCEL NUMBER(s): <u>(3) Attached</u> LEGAL DESCRIPTION(s): <u>(3) Attached</u> ZONING: <u>GENERAL BUSINESS</u> LOT AREA (SQ FT): <u>154,638 +/- (approx)</u>
OTHER CONTACT (<input type="checkbox"/> APPLICANT) Name: <u>Douglas Robertson</u> Address: <u>900 Dupont</u> City: <u>Bellingham</u> State: <u>WA</u> Zip: <u>98225</u> Phone: <u>734 6390</u> Fax: <u>671 0753</u> Cell: _____ E-mail: _____	PROJECT INFORMATION PROJECT NAME: <u>1-5 Airport</u> BRIEF PROJECT DESCRIPTION (Type, Size, #Units, Primary Features of Development): <u>Parking lot</u> <u>See attached letter</u>

CERTIFICATION
I CERTIFY UNDER PENALTY OF PERJURY THAT THE INFORMATION AND EXHIBITS SUBMITTED HERewith ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND, FURTHER, THAT I AM AUTHORIZED BY THE OWNER (SEE OWNER CONSENT FORM) OF THE ABOVE PREMISES TO PERFORM WORK FOR WHICH PERMIT APPLICATION IS MADE.
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <u><i>Gregory Grant</i></u> APPLICANT SIGNATURE </div> <div style="width: 35%; text-align: center;"> <u>9-10-13</u> DATE </div> </div>

Traffic Study

Subject Property: 5330 LaBounty Drive, Ferndale, WA 98248

October 30, 2013

Prepared by: Greg Grant

Brief history of the Subject Property

The subject property consists of 3.5 acres of land and a 15,500 s/f building which was constructed in 1976 by Keta Construction of Marysville, WA, for Robinson Chambers Chevrolet. When new, the facility was designed to accommodate 300 cars/trucks for sale, in addition to a full service mechanical/detail & body shop. After Chambers Chevrolet moved the dealership to Bellingham, the property was home to The Ferndale Band Boosters Bingo Hall. After they closed, the facility sat empty for two years. Shortly after that, the Ferndale School District opened Winward High School in the facility. When their funding was discontinued, Ferndale School District closed operations at the facility and moved the students back to the main high school campus. Shortly after that, Breakwater Marine opened a sales and service facility, signing a 5 year lease. Two years into the lease, they abandoned the property.

Seeing no activity for a new tenant and as in January vandals entered the vacant facility and gutted all of the rooftop A/C units for the scrap value of copper, the applicant entered into an agreement with Northwest Taxi & Limousine Service to transport people to and from the Bellingham International Airport (BLI). This business is known as I-5 Airport Parking.

This business venture will use the property and its facility in ways consistent with its original use. We plan on storing cars/trucks, servicing cars/trucks plus detailing and body work just as was done by Chambers Chevrolet.

In this economic climate, we must offer services which customers want. We think that our business plan will provide people with the ability to conveniently receive the services mentioned above while they are away from the area and their vehicles are parked at our facility.

In addition, we are also considering the possibility of adding a small auto body repair shop and a pet boarding (kennel) facility. These services will be added if customer demand indicates a need for them.

Introduction to Traffic Impact Studies

To the best of our ability, we are attempting to demonstrate the past traffic impacts, our current impacts, and also the expected impacts once we reach our ultimate business goals. I was the listing agent, and marketed the property when it was under the ownership of the Ferndale Band Boosters Bingo Hall. I negotiated the leases with both the Ferndale School District for the Winward High School, and also with Breakwater Marine.

For purposes of this report, “trips” are round-trips to and from the facility. “Peak hours” are from 4 o’clock pm to 6 o’clock pm. The term “facility” is meant to include both the building, as well as the land.

Chambers Chevrolet – Historical Traffic Impacts

For the purposes of this study, I interviewed Mrs. Kathy Chambers for the impact of the Robinson Chambers Chevrolet business. According to her, Robinson Chambers Chevrolet maintained approximately 300 vehicles on the lot at all times, and sold an average of 200 cars per month. Here are what we believe to be accurate traffic impacts from the facility during the time that Chambers Chevrolet operated there.

Robinson Chambers Chevrolet	Daily Trips	Monthly Trips (using 25 day/month)
50 dealership employees	50	1250
200 car sales/month X 5 test drives (avg)	40	1000
300 cars on lot		
8 mechanics X 5 cars serviced/day (avg)	40	1000
Miscellaneous (deliveries/shuttle, etc.)	40	1000
Total	170	4250
Assuming that 80% of the employees leave work between 4 and 6 pm, 50 employees x 80% = 40 half trips during peak	20	
Assuming that 40% of the sales customers visited the facility after a typical work day this equates to 16 half-trips	8	
Assuming 60 of the serviced cars were picked up in peak hours that equates to 24 half trips	12	

We are using 25 days/month for our calculation rather than 30 because some employees work only 5 days/week and others work more.

Ferndale Band Boosters Bingo Hall – Historical Traffic Impacts

The Ferndale Band Boosters operated in the subject facility from 1988 until 1998. They employed 17-20 people, and we have used 17.5 employees as an average. Their days and hours of operation were Monday, Wednesday and Thursday from 4 o'clock pm until 10 o'clock pm. During normal business operation, peak daily attendance was 250 people. For special events, the facility could hold 350 people.

Ferndale Band Boosters Bingo	Trips per day	Trips per month
17.5 employees	17.5	210
Days of operation Mon, Wed, Thurs		
Normal operation capacity 250 people	250	750
Maximum capacity 350 people (1 mo. ÷ 12)	29.17	350
Total	296.67	1310

Assuming the majority of customers arrived during peak hours and left during non-peak hours: 1310 per month x 100% ÷ 2 (half-trip) = 655 ÷ 12 days of operation: 54 peak trips per day

Winward High School – Historical Traffic Impact

While in session, Winward High School had approximately 140 students during its peak operations. In addition, there were 10 staff members and 5 miscellaneous part-time personnel. Five busses came and went each day to transport the students. For purposes of this study, a bus is counted as two vehicles. It is presumed that school traffic rarely happened during peak time because most of the students and staff had left the facility before 4 o'clock pm.

Winward High School	Trips Per Day	Trips Per Month
25% of students driven to school	70	
25% of students drove themselves to school	35	
10 staff members	10	
5 misc part-time employees	5	
5 busses/day	10	
Miscellaneous	5	
Total	135	2700

135 trips per day x 20 school days per month = 2700 per mo. x 12 months ÷ 10 school months: 3240/month, 10% peak average 324/month or 162/day.

Note that these calculations apply only to the days when school was in session. Therefore, the figures are overstated since the school did not operate on weekends, holidays, or between terms.

Breakwater Marine – Historical Traffic Impact

Breakwater Marine employed approximately 10 employees, and kept approximately 100 boats at the facility. For purposes of this study, it is assumed that about 33% of the traffic to and from the facility was during peak hours. Employees work week is based on 25 days/month.

Breakwater Marine	Trips per Day	Trips per Month
10 employees	10	25
100 boats on site		50
50 sales/month (2 boats change/day on 25 day mo.)		50
Mechanics service 4 boats/day	4	100
Retail activity	15	375
50 Customers, assuming 5 showings per sale		250
Miscellaneous – 200		1050

$1050 \times 33\% = 346.5 \text{ trips} \div 2 \text{ (half-trips)} = 173 \text{ peak per month} \div 25 = 6.93 \text{ peak trips per day.}$

For peak traffic impacts, it is assumed that 33% of the customers and employees left the facility between 4 and 6 o'clock pm.

I-5 Airport Parking – Estimated Traffic Impact

Statistical information used for numbers of flights to and from the Bellingham International Airport (BLI) were obtained online from Airport Operational Statistics BLI. Currently, there are fifteen arrivals daily and fifteen departures from BLI. The supporting information is included in this package.

The current tenant, I-5 Airport Parking, has 6 employees at this time, but expects to employ up to 10 employees during times of high demand. Using figures from September 2013, an average of 57 vehicles are parked on the site. The average stay for each vehicle is 10 days. The taxicabs or limousines make approximately 5 trips to and from the airport each day. On average, one round trip per day is made during peak time of 4-6 o'clock pm.

Plans are to offer detailing services at the facility. It is expected that 1-3 vehicles will be detailed each day, for an average of 2 per day. This will not be a traditional car wash, but will be a hand-detail job, for which a fee of up to \$189 per vehicle will be charged.

Since I-5 Airport Parking operates every day, calculations were made using 30 days/month.

I-5 Airport Parking – Current impacts	Trips per Day	Trips per Month
6 employees	6	180
5 taxicabs/limousines	5	150
Projected 3 detail jobs/day	3	90
Miscellaneous traffic	10	300
Total	24	720
720 ÷ 30 = 24 trips per day @ 20% during peak hours = 4.8 trips during peak		

Note: some employees are taxicab/limousine drivers and as such our figures may be overstated somewhat.

Impacts after Future Expansions (300 cars on site)	Trips per Day	Trips per Month
10 employees	10	300
Vehicle Detailing (Vehicles are already parked on site so there will be no additional traffic impact.)	0	0
*Taxicabs/Limousines to/from airport	25	750
Vehicle parking – 300 with 10 day average	30	900
Mechanics (2, servicing 5 cars/day)	10	250
Body Shop (2 employees)	2	50
Customers (8 cars/month)		16
Total		2266
2266 = 75.53 pr day with 20% peak = 15.11 during peak hours at future growth		

*With approximately 60 vehicles/day, 5 trips to and from airport are actual. If 300 cars are parked there the assumed airport trips would be increased from 5 to 25 with 5 of which would be peak travel.

Future Use #2: Pet Kennel

Projections are based on an average of 50 pets boarded at all times. Average stay is 10 days (same as parking average). Most of the pets being boarded will be owned by the people parking at the facility while they are away. Therefore, there will be very little additional traffic impact generated from the pet kennel. It is assumed that only 20% of the pets will be boarded by owners who are not parking at the facility while away.

Pet Kennel	Trips per Day	Trips per Month
Employees (2)	2	60
Pet owners		

In conclusion:

At our current projections, our total of peak trips per day is 6.93 trips per day.

If economic and business situations improve, and we realize our goal for a full facility, our peak trips would be 15.11 per day between 4 and 6 pm.



AFFIDAVIT OF

EXHIBIT 7

Mailing/ Delivery/ Posting

(Circle appropriate title(s))

I, GREGORY GRANT, being first duly sworn on oath, depose and say that on (date) POSTINGS 11/4/13, I: (check one of the following: MAILINGS 10/31/13)

Deposited in: the United States mail at (city) BELLINGHAM, Washington, postage prepaid,

Posted at (physical location(s)) 5330 La Baurty, City Hall, Ferndale, Public Library, Ferndale

Delivered to: _____

The notice referred to the following application:

Located at (project location):

5330 La Baurty

Attached is a list of the names and addresses that this notice was mailed to.

Gregory Grant
Signature of person who mailed notices

Subscribed and sworn before me this 5th day of November, 2013

Karen Dee Robbins
Notary Public in and for the State of Washington

Residing at: Bellingham, WA

My Commission Expires On: 5-06-14



ParcelID	OwnerNm	OwnerNmFirst	OwnerNmLast	OwnerAddr	OwnerCityNm	OwnerState	OwnerZIP	OwnerCntryNm	SiteAddr	SiteCity	SiteState	SiteZip
'3902280602190000	Horton Properties LLC ✓		Horton Properties LLC	4121 Saltspring Dr	Ferndale	WA	98248		5461 Labounty Dr	Ferndale	WA	98248
'3902280671920000	Bxm/Lic ✓		Bxm/Lic	PO Box 223	Ferndale	WA	98248		5441 Labounty Dr	Ferndale	WA	98248
'3902280900670000	5375 Corporation ✓		5375 Corporation	2020 No 6 Rd	Richmond	BC	V6V 1P1	CANADA	5345 Labounty Dr	Ferndale	WA	98248
'3902281061220000	5375 Corporation ✓		5375 Corporation	2020 No 6 Rd	Richmond	BC	V6V 1P1	CANADA	5391 Labounty Dr	Ferndale	WA	98248
'3902281170820000	Meridian Holdings LLC ✓		Meridian Holdings LLC	6827 Tranquil Ln	Lynden	WA	98264		5375 Labounty Dr	Ferndale	WA	98248
'3902281171040000	Heritage Operating LP ✓		Heritage Operating LP	PO Box 6789	Helena	MT	59604		5387 Labounty Dr	Ferndale	WA	98248
'3902281700630000	Gregory C & Elizabeth C Grant ✓	Gregory & Elizabeth	Grant	PO Box 532	Bellingham	WA	98227		5330 Labounty Dr	Ferndale	WA	98248

5370 Labounty

Kathy Chambers

PROJECT SUMMARY:

LEGAL DESCRIPTION:

THE SOUTH 103.87 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 39 NORTH, RANGE 2 EAST AS AND WEST OF THE BOUNDARY LINE EXCEPT AS SHOWN ON THE PLAT OF THE SOUTH 540.86 FEET THEREOF, LESS ROADS, SITUATE IN WHATCOM COUNTY, WASHINGTON.

ASSESSOR'S PARCEL NUMBER: 390228-149060-0000

SITE ADDRESS: 5330 LA BOUNTY DRIVE, FERDALE, WA

ZONING: HIGHWAY COMMERCIAL

SITE & BUILDING AREAS:

DESCRIPTION	SF	%
(E) LOT:		
(E) IMPERVIOUS SURFACE (INCLUDING BUILDING):	153,793 SF	88.29%
(E) BUILDING:	135,781 SF	10.09%
NUMBER OF BUILDINGS:	1	
NUMBER OF DECK AREAS:	15,520 SF	
BUILDING HEIGHT:	20'-6" +/-	16,920 SF

PARKING:

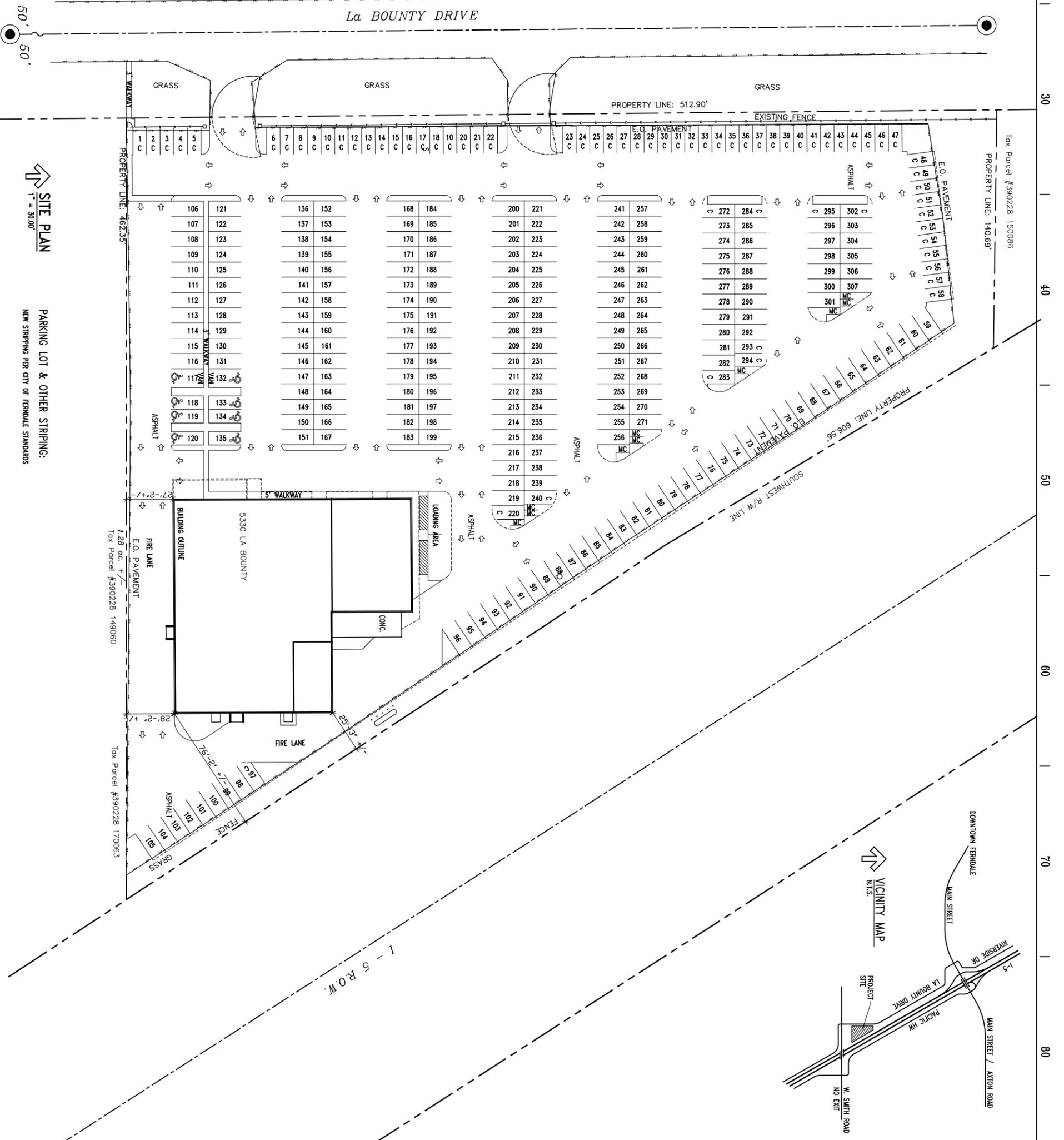
REQUIREMENT	SPACES
REQUIRED BY CITY:	300
PROVIDED:	232
FULL SIZE: (9'x19')	67
COMPACT: (6'x16')	8
ACCESSIBLE: (6'x19' & 11'x19')	8
TOTAL AUTOMOBILE SPACES:	307
MOTORCYCLE SPACES: (3'6x7' MIN.)	10
TOTAL PARKING SPACES:	317

(C = 22% OF TOTAL, 25% IS ALLOWED)

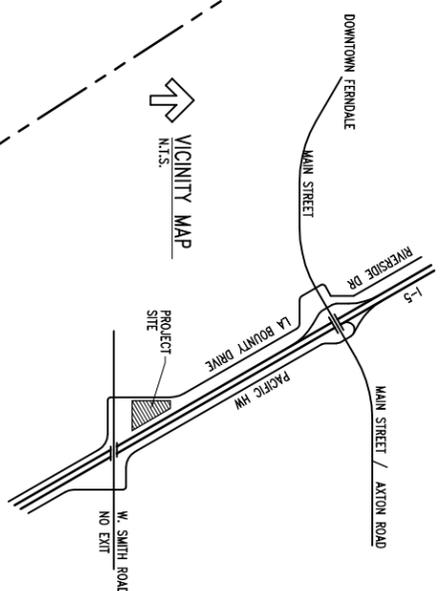
(Y = VAN)

NOTE:

THIS SITE PLAN WAS PROVIDED BY WILSON ENGINEERING, LLC ON OCTOBER 7, 2003. BUILDING, PAVED AREA AND FENCES ARE EXISTING; PARKING LAYOUT IS PROPOSED.



VICINITY MAP



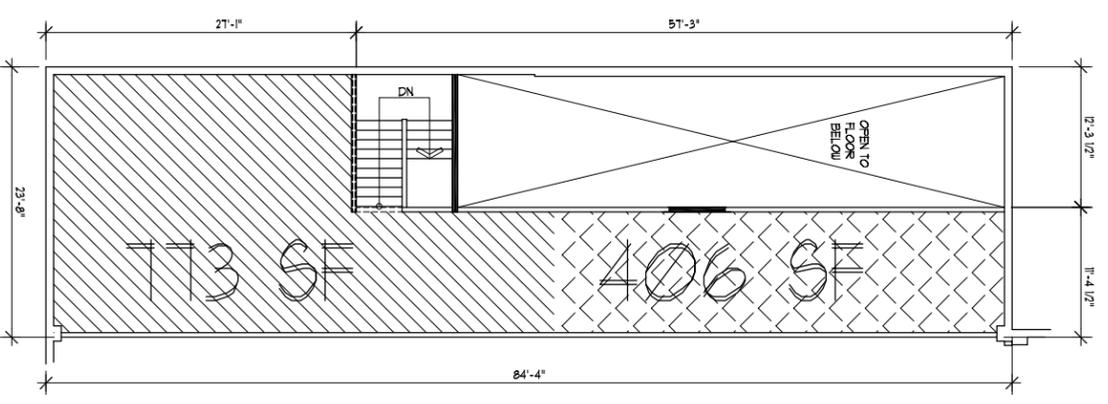
SITE PLAN

1" = 30.00"
PARKING LOT & OTHER STRIPING:
NEW STRIPING PER CITY OF FERDALE STANDARDS

<p>Gideon Architects 2605 Spruce Street Bellingham, WA 98225 2045 T: 360-678-0193 F: 360-527-0530 e: admin@gideonarch.com</p>		<p>6097 REGISTERED ARCHITECT GARY R.R. GIBSON STATE OF WASHINGTON</p>		<p>PRELIMINARY NOT FOR CONSTRUCTION</p>		<p>Tenant Improvements Greg Grant Building 5330 La Bounty Renovation 5330 La Bounty Drive Ferndale, Washington</p>		<p>ISSUE: DATE: 10/31/13 PROJECT NO.: 131002 DRAWN: GG SCALE: 1" = 30' DATE:</p>		<p>DRAWING TITLE SITE PLAN VICINITY MAP sd1.1</p>	
--	--	--	--	--	--	---	--	--	--	---	--



MEZZANINE FLOOR PLAN
1/8" = 1'-0"



MAIN FLOOR PLAN
1/8" = 1'-0"



FLOOR PLANS
1/8" = 1'-0" (7/25/11)
1/8" = 1'-0" (10/11)

Gideon
Architects

2405 Spruce Street
Bellingham, WA 98225 2045
T: 360-678-0193
F: 360-527-0550
e: admin@gideonna.com

THE DOCUMENTS HAVE BEEN PREPARED BY THE ARCHITECT FOR THE CLIENT'S USE ONLY. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE INFORMATION PROVIDED BY THE CLIENT AND HAS FOUND IT TO BE SUFFICIENT FOR THE ARCHITECT TO PREPARE THESE DOCUMENTS. THE ARCHITECT HAS NOT CONDUCTED ANY SURVEYING OR ENGINEERING WORK. THE ARCHITECT HAS NOT CONDUCTED ANY TESTING OR ANALYSIS OF THE MATERIALS OR CONSTRUCTION OF THE WORK. THE ARCHITECT HAS NOT CONDUCTED ANY TESTING OR ANALYSIS OF THE MATERIALS OR CONSTRUCTION OF THE WORK. THE ARCHITECT HAS NOT CONDUCTED ANY TESTING OR ANALYSIS OF THE MATERIALS OR CONSTRUCTION OF THE WORK.

0697
REGISTERED
ARCHITECT
GARY R.R. GIBSON
STATE OF WASHINGTON

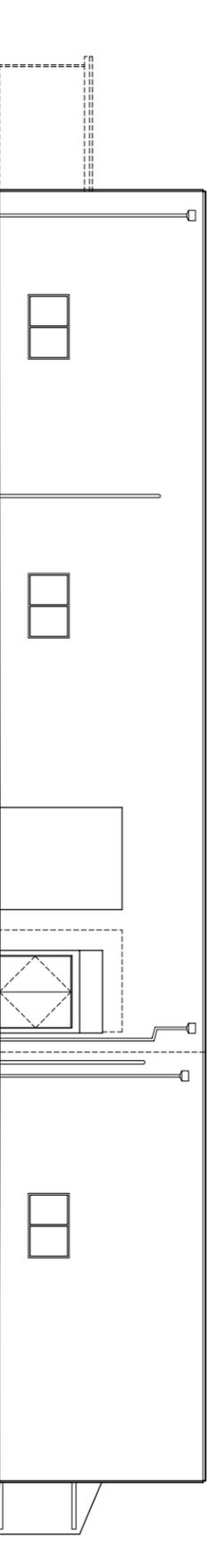
PRELIMINARY
NOT FOR
CONSTRUCTION

Tenant Improvements
Greg Grant Building
5330 La Bounty
Renovation
5330 La Bounty Drive
Ferndale, Washington

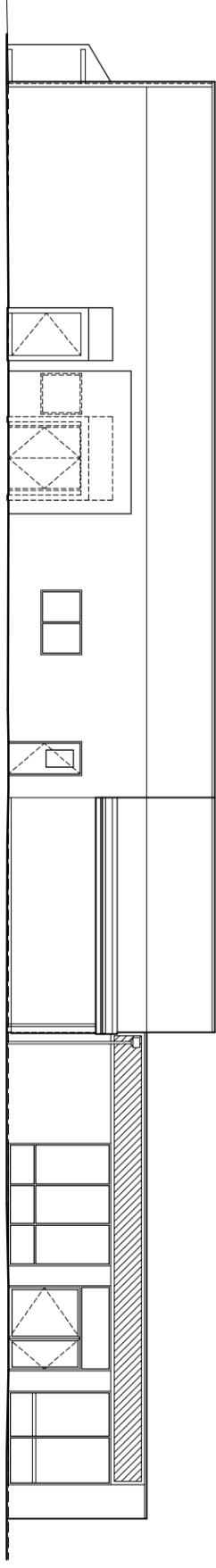
ISSUE:	DATE:
Review	10/31/13
PROJECT NO.:	131002
DRAWN:	GG
SCALE:	1/8" = 1'-0"
DATE:	

Conceptual
Main &
Mezzanine
Floor Plans
DRAWING TITLE
DRAWING NUMBER
sd2.1

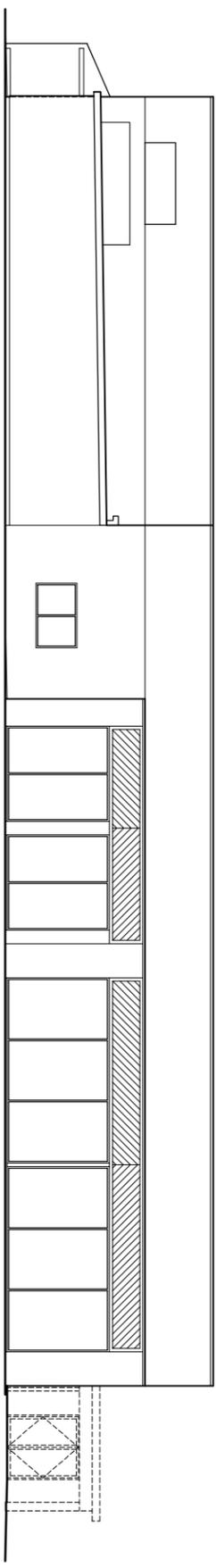
10 20 30 40 50 60 70 80



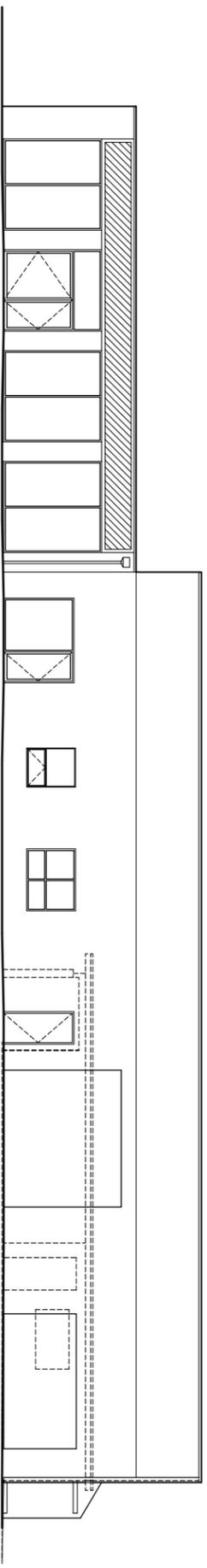
SOUTH ELEVATION
1/8" = 1'-0"



EAST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"

2605 Spruce Street
Bellingham, WA 98225 2045
T: 360-678-0193
F: 360-527-0550
e: admin@gideonna.com

Gideon Architects

0697
REGISTERED ARCHITECT
GARY R.R. GIBSON
STATE OF WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

Tenant Improvements
Greg Grant Building
5330 La Bounty Renovation
5330 La Bounty Drive
Ferndale, Washington

ISSUE:	DATE:
Review	10/31/13

PROJECT NO.: 131002
DRAWN: CG
SCALE: 1/8" = 1'-0"
DATE:

Conceptual Exterior Elevations

DRAWING TITLE
DRAWING NUMBER
sd3.1

8 | 7 | 6 | 5 | 4 | 3 | 2 | 1

REDUCTION SCALE 0" = 1'-0" 1" INCH 2" INCHES 3" INCHES 4" INCHES 5' INCHES