



Permit Center

210 Lottie Street, Bellingham, WA 98225
Phone: (360) 778-8300 Fax: (360) 778-8301 TTY: (360) 778-8382
Email: permits@cob.org Web: www.cob.org/permits

Land Use Application

Check all permits you are applying for in the boxes provided. Submit this application form, the applicable materials listed in the corresponding permit application packet(s) and application fee payment.

Grid of permit checkboxes including: Accessory Dwelling Unit, Binding Site Plan, Clearing Permit, Conditional Use Permit, Critical Area Permit, etc.

Office Use Only section with fields for Date Rcvd, Case #, Process Type, Neighborhood, Area Number, Zone, Pre-App. Meeting, Concurrency.

Project Information

Project Address, Zip Code, Tax Assessor Parcel Number (s), Project Description

Applicant / Agent

Primary Contact for Applicant checkbox

Name, Mailing Address, City, State, Zip Code, Phone, Email fields for Applicant/Agent

Owner (s)

Applicant and Primary Contact for Applicant checkboxes

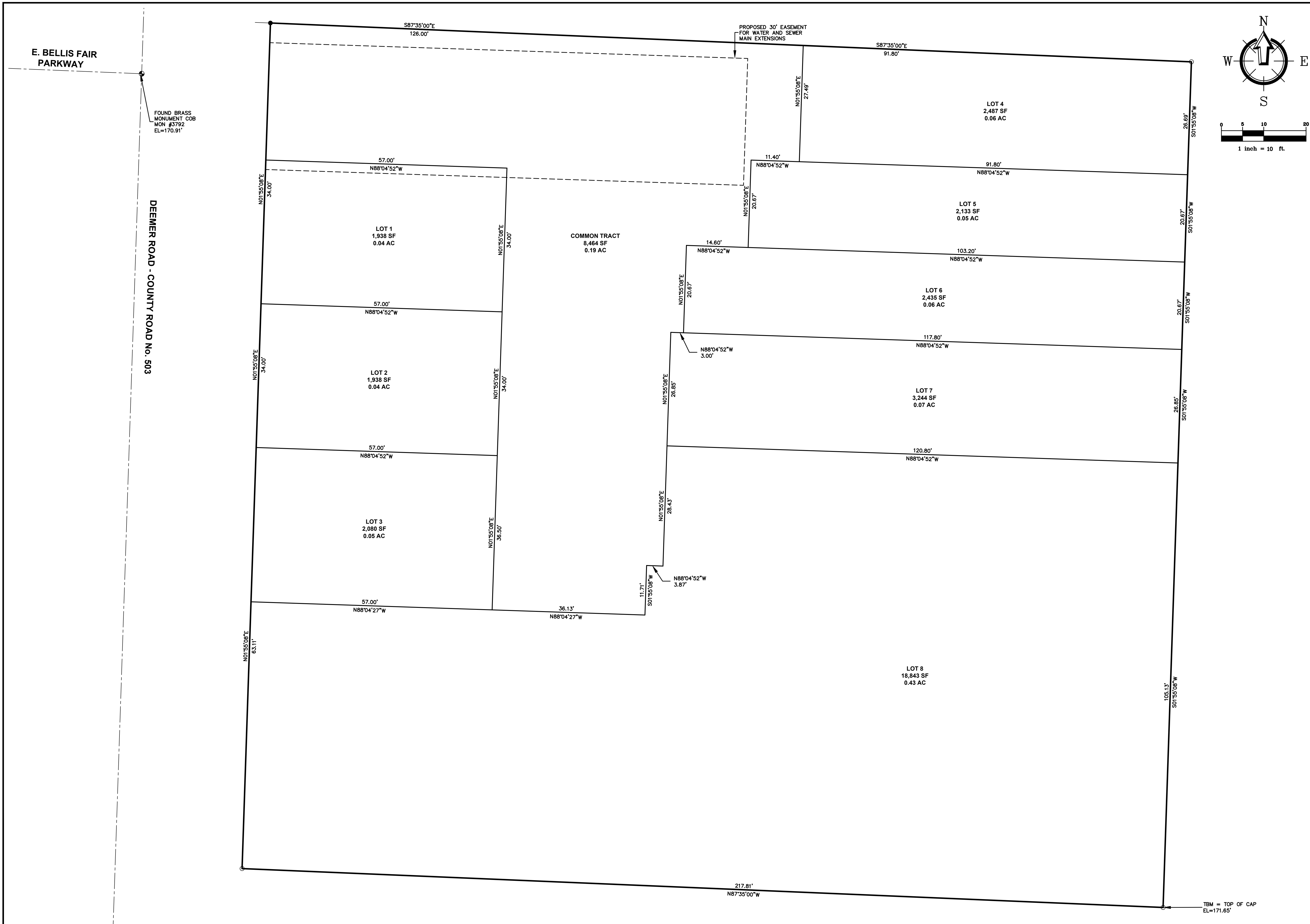
Name, Mailing Address, City, State, Zip Code, Phone, Email fields for Owner

Property Owner(s)

I am the owner of the property described above or am authorized by the owner to sign and submit this application. I grant permission for the City staff and agents to enter onto the subject property at any reasonable time to consider the merits of the application and post public notice.

I also acknowledge that by signing this application I am the responsible party to receive all correspondence from the City regarding this project including, but not limited to, expiration notifications.

Signature by Owner/Applicant/Agent, Date, City and State where this application is signed



220 West Champion Street, Suite 200
 Bellingham, WA 98225
 T: 360.650.1408
 F: 360.650.1401

REV.	DATE	DESCRIPTION

CLIENT:
BEN DIAMOND
 5421 SELMARINE DRIVE
 CULVER CITY, CA 90230
CALL BEFORE YOU DIG
 FOR BURIED UTILITY LOCATIONS
 1-800-424-5655

PROJECT LOCATION:
4056 DEEMER ROAD
 4056 DEEMER ROAD
 BELLINGHAM, WA 98226

DRAWING #: 22062SP9.DWG
DESIGNED BY: JPS
DRAWN BY: GJK
CHECKED BY: JPS

SHEET CONTENTS:
PRELIMINARY PLAT LAYOUT



JOB #: 22062
DATE: 1-22-2024
SHEET: DR4

TBM = TOP OF CAP
 EL=171.65'

DIAMAND
INFILL TOOLKIT
CONSOLIDATED LAND USE NARRATIVE

I. Subject Site / Properties Information

Address: 4056 Deemer Rd, Bellingham, WA 98226
Tax Parcel Number(s): 380318 195488 0000
Owner: Ben Diamand & Priscillia Hunt
Applicant: AVT Consulting LLC, 1708 F St, Bellingham, WA 98225
Agent(s): Same as applicant

II. Subject Site / Property Description

The subject property is located on Deemer Road, north of Harman Way and South of Woodbury Way in the City of Bellingham, with an address of 4056 Deemer Road (the “Property”). The Property is rectangular in shape and is approximately 1 acre in size. It is located within Section 18, Township 38 North, Range 03 East, W.M. The Property is in the Meridian Neighborhood, Area 20, and is zoned Residential Single, Planned.

The Property is currently developed with a single-family residence with attached garage, associated driveway, and surface parking area. The remainder of the Property is vegetated with maintained lawn and a mixture of ornamental and native trees in rows along the parcel boundaries. There is one wetland on the Property in the southeast corner that extends off site to the east, and one additional offsite wetland to the south. Buffers from these wetlands are 80’ and extend over the south and east portions of the Property. The Property is generally flat with a slight slope from the northeast corner down to the southwest corner. There is a short rock retaining wall along the southern portion of the property frontage along Deemer Rd.

The Property abuts the Deemer Rd right of way, which is fully improved with asphalt and concrete travel lanes, bike lanes, sidewalks, curbs, and gutters on both sides. There are water mains, sewer mains and stormwater mains located in Deemer Rd abutting the Property.

Neighboring properties to the north are developed with single family residential uses and a City Fire Station. Neighboring properties to the east are undeveloped. Neighboring properties to the south and west are developed with single family and multifamily residential uses.

III. Project Description

The proposed project includes the development of 7 new Infill Toolkit (ITK) housing units, 3 new attached Accessory Dwelling Units (ADU’s), as well as retention of the existing single-family residence on the site. 4 of the new ITK units will be Townhouses and 3 of the new ITK units will be Small Lot units. The attached ADU’s are attached to the Small Lot units. A subdivision is proposed so that each unit (8) will be situated on a fee simple lot. A common

tract covering private road and utility infrastructure will be included in the subdivision. The zoning permits a density bonus through the use of the PDR program; the applicant intends to purchase the additional density needed for the site (4 units) through the watershed contribution option.

The existing driveway serving the existing SFR will be removed, and a new shared driveway will be installed at the northwest corner of the site (to align with the intersection of E Bellis Fair Parkway). This driveway will extend along the north property line and then will turn right (south) and extend through the site to provide access to all 8 units and the 3 ADU's. The 4 townhouse units will be located on the east side of this driveway, with garage access to the shared driveway, and frontage on a common pedestrian corridor on the east side of the units. The 3 small lot units will be located on the west side of this driveway, fronting Deemer Road. The 3 ADU's will be located upstairs (on the 2nd story) of the Small Lot units, also with orientation to Deemer Road. The existing SFR will also front on the east side of this driveway. This driveway will serve as a fire turnaround. The driveway is proposed at a 20' total width with 16' of asphalt drive lane and a 4' flush sidewalk along the east side. Along the west side of the driveway there will be 7 surface parking stalls serving the Small Lot units and ADU's. Pedestrian sidewalk will be located on the west side of this surface parking, with connections to each ADU entry, each small lot entry, and through connection to Deemer Road. The pedestrian sidewalk on the east side of the driveway will extend to Deemer Road, as well as to all townhouse garage entries, and to a common pedestrian corridor extending between the southern townhouse and existing SFR, and then running north along the east side of the townhouses to each unit front entry. Each proposed ITK unit fronts and is oriented to either a street (Deemer Road) or a common pedestrian corridor.

The 4 townhouse units fronting the common pedestrian corridor will have front porches facing east towards the onsite open space/critical areas buffers, with provide front porches and private fenced front yards. Two car garage doors for these units will be facing the internal driveway. These units will be setback from the driveway at varying depths, with 3 units having less than 10' of driveway, and 1 unit having greater than 18' of driveway. The 3 small lot units on the west side of the driveway will have front porches facing Deemer Road with private front yards. Each unit will have 1 surface parking stall allocated to the unit, located directly behind it, off the driveway. Each ADU will be situated above the small lot unit, with a private stair that extends from the rear of the unit in the side yard to a covered front porch, oriented to Deemer Road. Each ADU will also have 1 surface parking stall allocated to the unit, located directly behind it, off the driveway. The internal driveway is not proposed as a lane pursuant to Infill Toolkit standards; frontage for the townhouses will be achieved along a common pedestrian corridor and for the small lot units along Deemer Road.

Garbage totes will be kept in each unit garage and will be moved to common garbage pads near Deemer Road on pick up days. Two garbage pads are proposed adjacent to the Deemer sidewalk for placement of these bins, one at the south end of the site, and one along the common driveway entry at the north end of the site. SSC has reviewed and approved this approach to garbage collection and would prefer not to enter the site for collection. The design contemplates limited wetland buffer reductions to accommodate the development. These reduced buffers will be enhanced with vegetation plantings, and the remaining buffer and wetland areas will be placed in a conservation easement and protected with a split rail fence

and signage. The design will also incorporate landscaping along Deemer Road (including 4 new street trees), along the north property line, between garage entries, and around the buildings, porches, and surface parking area.

Water service will be provided to the units from a new public water main extension into the site from Deemer road, in the proposed driveway along the north edge of the Property. Individual services will extend from this new main to serve each unit, with meter banks along the driveway edge. Sewer service will be provided to the units from a new public sewer main extension into the site from the existing sewer main stub at the northwest corner of the Property. Individual services will extend from this new main to serve each unit. Storm water infrastructure will be installed in the driveway and will capture all runoff from roofs and roads and will route this water to a new vault located in the internal driveway. Stormwater will discharge from this vault into a control structure, then a below grade treatment module, and then extend to connect to the existing public storm water infrastructure in Deemer Road. No frontage improvements to Deemer Road will be necessary except at the new curb cut/entry to the site.

The project is designed to meet all Infill Toolkit standards, including FAR, open space, usable space, height, parking, and other standards. Each townhouse unit will have private useable space in front yards and on private decks. Units along the east side will be larger than 1,000 square feet and will have two car garage parking. Units along the west side will be smaller than 1,000 square feet and will have one car surface parking. The existing SFR has garage parking and driveway parking. The proposed ADU's will utilize surface parking along the driveway.

The townhouse units are each 3 stories in height, designed in a contemporary style with single sloped roofs, fiber-cement panel siding and wood and stone accents. Each unit comprises two modules with both horizontal and vertical modulation, significant vertically oriented glazing, intermediate awnings, and decks with glass surrounds. Front porches are covered, and entry doors include glazing with a tall window next to each door. The small lot units are each 1 story in height, with a 2nd story ADU above. These units are also designed in a contemporary style with roof, siding and window details that match the townhouses. Each small lot and ADU unit will have a front entry facing the street with a covered porch and private patio/deck. A detailed discussion of ITK (BMC 20.28) compliance is provided in Section V of this narrative.

IV. Subdivision Criteria

The project includes an 8-lot subdivision, which due to the cluster/Infill Toolkit components is processed as a preliminary plat. Preliminary plats must be shown to be in compliance with applicable sections of BMC 23, the City's subdivision ordinance. When utilizing the Infill Toolkit regulations in BMC 20.28 many of the standards contained in BMC 23 are no longer applicable (for example, the minimum lot size, lot design standards, public infrastructure and frontage standards and landscaping standards contained in BMC 23.08.040-.080 are predominantly no longer applicable). However, all preliminary plats must still comply with the Performance Standards in BMC 23.08.030 and also the Decision Criteria in BMC 23.16.030. The following is a discussion of the project compliance with these Standards and Criteria.

BMC 230.08.030 Performance Standards

B. Community Design

Comment: The Property is located in Area 20 of the Meridian Neighborhood. The Plan for this Neighborhood identifies the land use designation as Single Family Residential, Planned. The plan calls for medium density development in this Area. The Plan encourages development to consider natural topographical features, wetlands, pedestrian connectivity, and other design components. The Plan includes a number of Goals related to Open Space, Public Facilities, Transportation, and the Meridian Commercial District. Many of these Goals are specific to other areas of the Meridian Neighborhood, but to the degree that any Goals are broadly applicable (for example related to wetland preservation, sidewalks, etc...) the project is entirely consistent with these Goals.

C. Natural Features

Comment: The project design has utilized mitigation sequencing to predominantly avoid and minimize impacts to critical areas both on and off site. In those areas where impacts are proposed they are limited to buffer impacts, which are limited in nature, occurring mostly in areas that are already developed or degraded. Larger intact wetland areas are avoided entirely and there is no proposed wetland fill or indirect impact. Buffer impacts occur predominantly in the outer portions of buffers. Mitigation for unavoidable impacts will occur on site through enhancement of remaining buffer areas. Mature trees are scattered across the site and some trees will require removal, however most mature trees will be avoided and preserved in the remaining critical areas and open space areas. Mitigation for unavoidable tree removal will occur onsite with areas of new evergreen planting at ratios prescribed by the City. A conservation easement will be established over all critical areas and buffers after project completion to preserve these areas in perpetuity.

D. Clearing and Grading

Comment: The proposed project has taken the natural environment into consideration for the overall design and layout of development. The development area is situated predominantly away from the portions of the site that are encumbered with critical areas and in those areas that are generally the most level portions of the site, reducing the need for grading (some limited grading will be inevitable). Topography has been considered in the design, which incorporates shared access and stormwater facilities and other design measures to reduce site clearing and grading impacts. The proposed development areas work with the natural contours of the land to reduce the need for retaining walls as much as possible and to ensure that unit entries are oriented to adjacent public streets or open space areas to the maximum degree possible. All plans have been prepared using best engineering practices by a professional civil engineer.

E. Dedication

Comment: The proposed sewer and water main extensions will be placed in public easements to be maintained by the City. No other public dedications are required or proposed.

F. Pedestrian Features

Comment: The project design incorporates onsite pedestrian facilities throughout the site so that each unit has direct pedestrian connection to internal sidewalks that connect to the public sidewalks along Deemer Road.

G. Streets

Comment: The proposed site design incorporates vehicular and pedestrian design components to ensure safe vehicular travel to and from the site and safe pedestrian travel within the site. Individual walkways from each unit will connect directly or indirectly to the sidewalk along Deemer. A single access point is proposed at the intersection with E Bellis Fair Parkway. The frontage street is already fully improved with full width travel lanes, curb, gutter, and sidewalk. New street trees will be installed along the frontage.

BMC 23.16.030 Decision Criteria

Preliminary plats shall be given approval, including preliminary plat approval subject to conditions, upon finding by the hearing examiner that all of the following have been satisfied:

- 1. It is consistent with the applicable provisions of this title, the Bellingham comprehensive plan and the Bellingham Municipal Code;*

Comment: The Subdivision has been designed to be consistent with the applicable provisions of Title 23, the Comprehensive Plan, and all applicable sections of the BMC, including but not limited to those related to lot size, setbacks, building envelope, performance standards, utility and road abutment, Infill Toolkit, Subdivision, the Environment, and others. The design includes limited requests for departures from the applicable BMC 20.28 standards. The project represents context-sensitive infill in an area serviced with infrastructure. This is consistent with our Comprehensive Plan Goals and Policies related to Land Use, Housing, Transportation, and the Environment.

- 2. It is consistent with the applicable provisions of Chapter 23.08 BMC;*

Comment: The Subdivision is consistent with the provisions of Chapter 23.08 BMC, see criteria addressed in the proceeding section of this narrative, all plans, reports, and other relevant information provided with this application.

- 3. The division of land provides for coordinated development with adjoining properties or future development of adjoining properties through, where appropriate, the extension of public infrastructure, shared vehicular and pedestrian access, and abutment of utilities;*

Comment: The project will not preclude any extension of existing infrastructure to surrounding properties. There are no properties to the north, south, east, or west that would rely on utility or road infrastructure associated with the project. The project connects to existing road infrastructure and extends new public water and sewer infrastructure into the site as needed for site

service.

4. Each lot in the proposal can reasonably be developed in conformance with applicable provisions of the BMC, including but not limited to critical areas, setbacks, and parking, without requiring a variance that is not processed concurrently with the subdivision application pursuant to Chapter 23.48 BMC;

Comment: Each lot can be reasonably developed in conformance with the applicable provisions of the BMC. There is adequate building envelope on each proposed lot, as well as area for open space, parking, and other features associated with BMC 20.28 standards. No variances from BMC 23 or other sections of the BMC are requested.





















































5. There are adequate provisions for open spaces, drainage ways, rights-of-way, sidewalks, and other planning features that assure safe walking conditions for pedestrians, including students who walk to and from school, easements, water supplies, sanitary waste, fire protection, power service, parks, playgrounds, and schools; and

Comment: All provisions listed are adequately met. Each lot will provide adequate open space, stormwater management and private access. The site is served by Parkview Elementary School, Whatcom Middle School, and Squalicum High School. The Property is greater than 1 mile from each of these schools. None of these schools have uninterrupted public sidewalk access from the Property and all of these schools provide bus service in the vicinity of the Property. Bus stops for Parkview Elementary School are located just south of the Property at the intersection of Deemer Road and Harman Way with existing sidewalk connectivity from the Property. Bus stops for Whatcom Middle School are located at 405 Deemer Road, immediately adjacent to the Property. Bus stops for Squalicum High School are located approximately three blocks to the south at the intersection of Primrose Lane and Telegraph road with existing sidewalk connectivity from the Property along Deemer and Telegraph.

6. It will serve the public use and interest and is consistent with the public health, safety, and welfare. The director shall be guided by the policy and standards and may exercise the powers and authority set forth in Chapter 58.17RCW, as amended.

Comment: The proposed Subdivision will serve the public use and interest and is consistent with public health, safety, and welfare. It is consistent with applicable zoning regulations, Neighborhood Plan standards and other relevant codes. It is designed to be safe for residents and the public and accommodating of environmental features in the vicinity. It provides the opportunity for additional residential housing in a portion of the City that is adequately served with utilities and infrastructure.

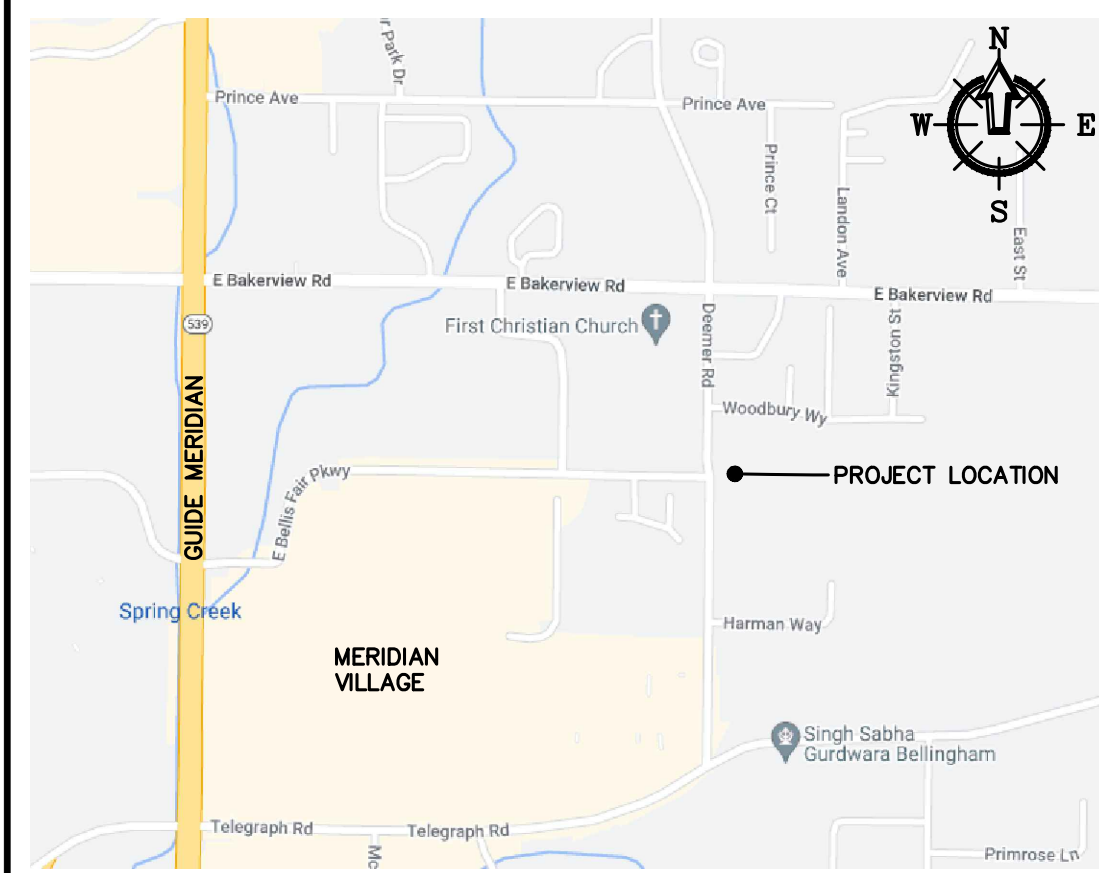
LEGEND

-  = FOUND BRASS MON
-  = SET 1/2" REBAR W/ PLASTIC CAP
-  = FOUND IRON PIPE
-  = FOUND HUB AND TACK
-  = EXISTING STORM DRAIN CATCH BASIN (TYPE 1)
-  = EXISTING STORM DRAIN CATCH BASIN (TYPE 2)
-  = EXISTING STORM DRAIN MANHOLE (TYPE 2) (SOLID LID)
-  = PROPOSED RAINLEADER/DOWNSPOUT
-  = PROPOSED AREA DRAIN
-  = PROPOSED STORM DRAIN SERVICE
-  = PROPOSED STORM DRAIN CLEANOUT
-  = PROPOSED STORM DRAIN CATCH BASIN
-  = PROPOSED STORM DRAIN MANHOLE (TYPE 2)
-  = EXISTING SANITARY SEWER MANHOLE (TYPE 2)
-  = EXISTING SANITARY SEWER CLEANOUT
-  = PROPOSED SEWER CLEANOUT
-  = PROPOSED SEWER MANHOLE
-  = EXISTING WATER METER BOX
-  = EXISTING FIRE HYDRANT
-  = EXISTING WATER VALVE
-  = PROPOSED WATER METER BOX
-  = PROPOSED WATER BLOW-OFF
-  = EXISTING POWER/AND OR UTILITY POLE
-  = EXISTING GUY POLE
-  = EXISTING POWER METER/STRUCTURE
-  = EXISTING POWER VAULT
-  = EXISTING TV BOX
-  = EXISTING LANDSCAPING
-  = EXISTING OVERHEAD ELECTRIC LINES
-  = EXISTING UNDERGROUND POWER
-  = EXISTING OVERHEAD PHONE
-  = EXISTING UNDERGROUND PHONE
-  = EXISTING UNDERGROUD TV CABLE
-  = EXISTING GAS MAIN
-  = EXISTING WATER LINE
-  = PROPOSED WATER LINE
-  = EXISTING SANITARY SEWER LINE
-  = PROPOSED SANITARY SEWER LINE
-  = PROPOSED SANITARY SEWER FORCE LINE
-  = EXISTING FLOW LINE & DIRECTION
-  = EXISTING STORM DRAIN LINE
-  = PROPOSED STORM DRAIN LINE (SOLID WALL)
-  = PROPOSED STORM DRAIN LINE (PERFORATED)
-  = PROPOSED FOUNDATION DRAIN
-  = PROPOSED ROOF DRAIN
-  = EXISTING FENCE
-  = EXISTING TOP OF BANK
-  = EXISTING TOE OF BANK
-  = EXISTING CONTOUR (INDEX)
-  = EXISTING CONTOUR (NORMAL)
-  = PROPOSED ASPHALT PAVEMENT
-  = PROPOSED CONCRETE

SHEET INDEX

- DR1 COVER SHEET & EXISTING CONDITIONS
- DR2 PRELIMINARY SITE PLAN
- DR3 PRELIMINARY LANDSCAPE PLAN
- DR4 PRELIMINARY PLAT LAYOUT

VICINITY MAP



CONTACT INFORMATION

CIVIL ENGINEER

FREELAND & ASSOCIATES, INC.
JEAN-PAUL SLAGLE, PE
GABBY KINNEY, EIT
220 W. CHAMPION STREET
SUITE 200
BELLINGHAM, WA 98225
(360) 650-1408
jpslagle@freelandengineering.com
gkinney@freelandengineering.com

OWNER'S REP

AVT CONSULTING
ALI TAYS
1708 F STREET
BELLINGHAM, WA 98225
(360) 527-9445
ali@avtplaning.com

SURVEYOR

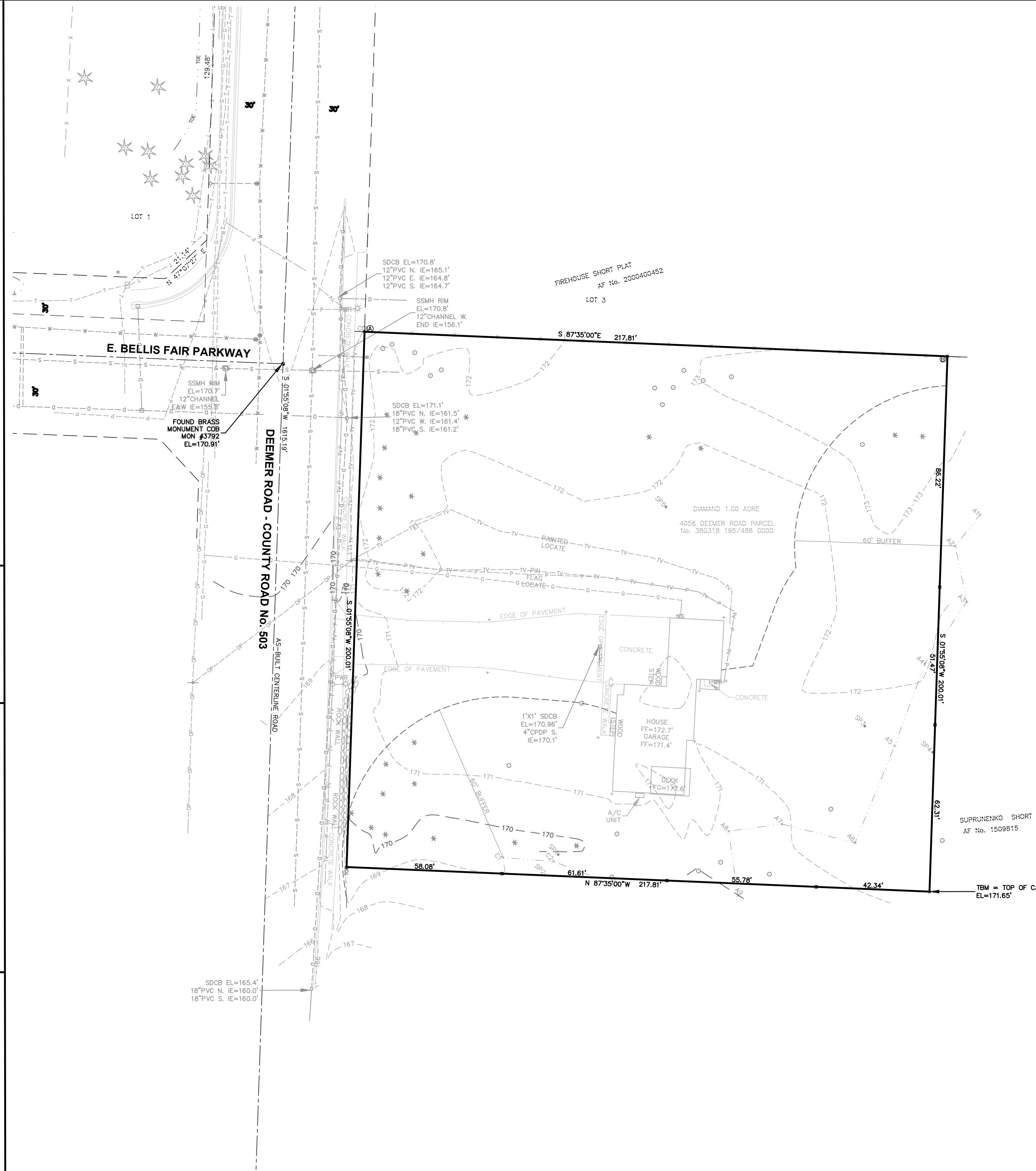
NORTHWEST SURVEYING & GPS, INC.
JEREMY DEMEYER, PLS
407 5TH STREET
LYNDEN, WA 98264
(360) 345-1950
jeremy@nwsurvey.com

ARCHITECT

ZERVAS ARCHITECTS
ANDREW KRZYSIEK
209 PROSPECT STREET
BELLINGHAM, WA 98225
(360) 734-4744
andrew@zervasgroup.com

OWNER

BEN DIAMOND
5421 SELMARINE DRIVE
CULVER CITY, CA 90230



LAND DESCRIPTION:

THE SOUTH 200 FEET OF THE WEST 120 FEET AND THE SOUTH 200 FEET OF THE WEST 372 FEET OF THE EAST 662 FEET OF THE FOLLOWING DESCRIBED TRACT:
BEGINNINGS AT A POINT ON THE NORTH AND SOUTH CENTER LINE OF SECTION 18, TOWNSHIP 38 NORTH, RANGE 5 EAST OF W.M., 566.18 FEET DUE SOUTH FROM THE QUARTER SECTION CORNER ON THE NORTH SIDE OF SAID SECTION 18; AND RUNNING THENCE SOUTH ALONG THE NORTH AND SOUTH CENTER LINE OF SAID SECTION 18, 288 FEET; THENCE WEST 782 FEET PARALLEL TO THE NORTH LINE OF SAID SECTION; THENCE NORTH PARALLEL TO THE SAID CENTER LINE OF SAID SECTION 288 FEET; THENCE EAST 782 FEET OF THE PLACE OF BEGINNING;
LESS ROADS:
AND EXCEPT THE EAST 274.20 FEET THEREOF.
SITUATE IN WHATCOMB COUNTY, WASHINGTON.
SUBJECT TO AND/OR TOGETHER WITH ALL EASEMENTS, COVENANTS, RESTRICTIONS AND/OR AGREEMENTS OF RECORD, OR OTHERWISE.

SURVEYORS NOTES:

1. "O" DENOTES 5/8 INCH REBAR WITH 1 INCH PLASTIC CAP MARKED "NWS & GPS 49276 & 50982" SET BY THIS SURVEY.
2. "●" DENOTES REBAR AND CAP MARKED "STEELE LS.13138" FOUND BY THIS SURVEY.
3. "□" DENOTES HUB AND LATH SET FOR POINTS ON LINE BY THIS SURVEY.
4. "*" DENOTES CALCULATED POSITION ONLY.
5. THIS SURVEY WAS PERFORMED BY STANDARD FIELD TRAVERSE USING A GEOMAX ZOOM90 TOTAL STATION WITH A CARLSON SURVEYOR 2 COLLECTOR/FIELD COMPUTER IN NOVEMBER OF 2021 ACCURACY EXCEEDS 1:10000.
6. THIS SURVEY TIED INTO CONTROL POINTS FROM OUR PREVIOUS WORK WITHIN THE AREA. ROAD MONUMENTATION AND LOT CORNERS AS SHOWN AND RELIED UPON CITY OF BELLINGHAM 2005 HORIZONTAL CONTROL NETWORK RECORD OF SURVEY AF No. 2071002449 FOR BASIS OF BEARINGS; MONUMENTED CENTERLINE OF DEEMER ROAD BETWEEN CITY OF BELLINGHAM MONUMENTS #2445 AND #3792 AS BEING S 01°55'08" W.
7. THIS SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT AND DOES NOT PURPORT TO SHOW ANY OR ALL EASEMENTS THAT A CURRENT TITLE REPORT MIGHT REVEAL.
8. VERTICAL DATUM = NAVD 88
9. CONTOUR INTERVALS ARE 1 FOOT. CONTOURS ARE COMPUTER GENERATED FROM GROUND FIELD TOPOGRAPHY GATHERED FOR THIS SURVEY.
10. NORTHWEST SURVEYING & GPS INC. ASSUMES NO LIABILITY FOR ANY SUBSURFACE CONDITIONS OR UTILITIES NOT SHOWN HEREON. UNDERGROUND UTILITIES ARE KNOWN TO EXIST WITHIN THE AREA OF CONSTRUCTION. THE LOCATION OF EXISTING UTILITIES SHOWN ARE BASED UPON FIELD SURVEY AND VISUAL IDENTIFICATION. ALL EXISTING UTILITIES MAY NOT BE INDICATED WITHIN THE CONSTRUCTION DOCUMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ANY AND ALL UNDERGROUND UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND TO ALERT THE ENGINEER AND OWNER PROMPTLY IN CASE OF CONFLICT.

OCCUPATION NOTES:

- ⊙ WEST END OF FENCE LIES 0.2' NORTH AND 0.3' EAST OF DEED CORNER.
- ⊙ DEED CORNER LIES IN FENCE LINE.

OCCUPATIONAL INDICATORS AND EXISTING FENCE LINE NOTE:

THIS SURVEY HAS DEPICTED EXISTING FENCE LINES AND/OR IMPROVEMENTS IN ACCORDANCE WITH W.A.C. CH. 332.130. THESE OCCUPATIONAL INDICATORS MAY INDICATE A POTENTIAL FOR CLAIMS OF UNWRITTEN TITLE OWNERSHIP. THE LEGAL RESOLUTION OF OWNERSHIP BASED UPON UNWRITTEN TITLE CLAIMS HAS NOT BEEN RESOLVED BY THIS SURVEY.

WETLAND NOTE:

WETLANDS DELINEATED BY NORTHWEST ECOLOGICAL SERVICES, L.L.C. IN JANUARY OF 2022 AND LOCATED BY THIS FIRM IN FEBRUARY OF 2022.



220 West Champion Street, Suite 200
Bellingham, WA 98225
FREELAND & ASSOCIATES

REV.	DATE	DESCRIPTION

CLIENT:
BEN DIAMOND
5421 SELMARINE DRIVE
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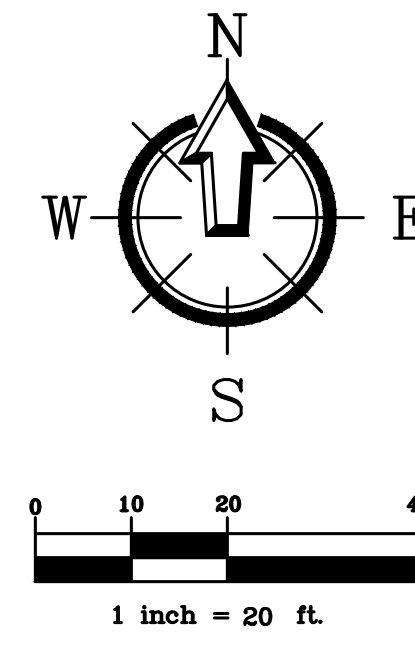
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DESIGNED BY: JPS
CHECKED BY: JPS
DRAWN BY: GJK

SHEET CONTENTS:
COVER SHEET & EXISTING CONDITIONS



JOB #: 22062
DATE: 1-22-2024
SHEET:

DR1





220 West Champion Street, Suite 200
 Bellingham, WA 98225
FREELAND & ASSOCIATES

BY:	
DESCRIPTION:	
REV:	
DATE:	

BEN DIAMOND
 5421 SELMARINE DRIVE
 CULVER CITY, CA 90230
 CALL BEFORE YOU DIG
 FOR BURIED UTILITY LOCATIONS
 1-800-424-5655

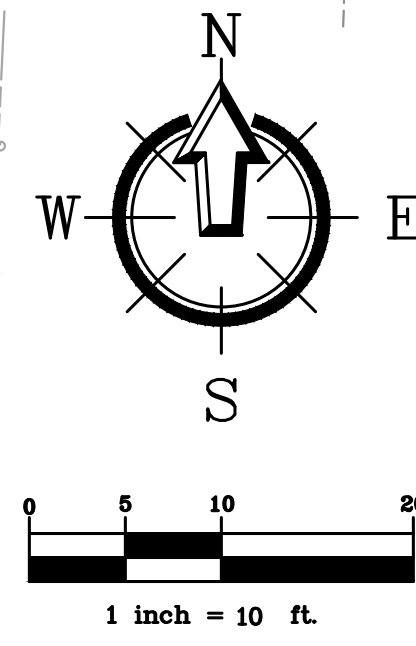
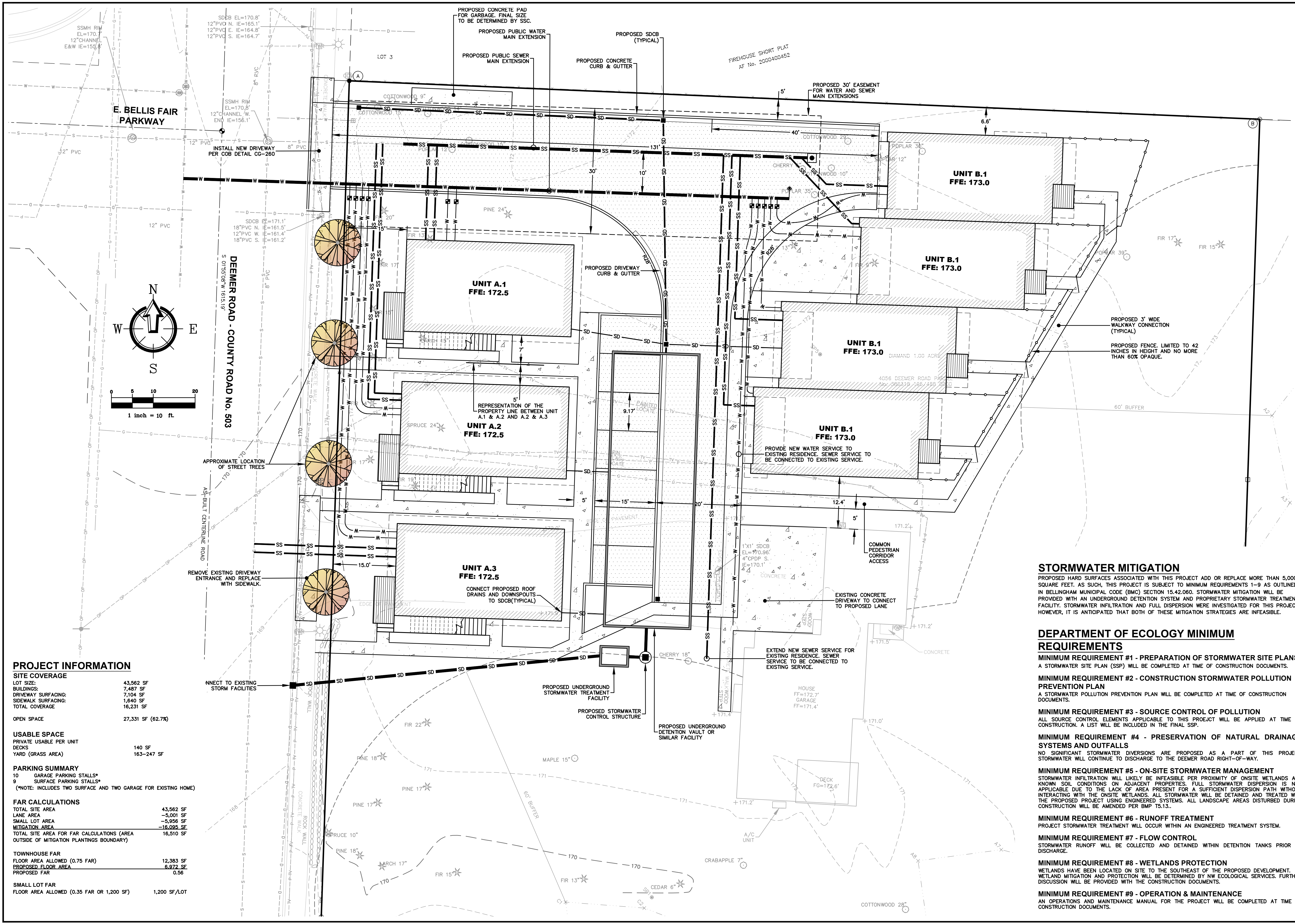
4056 DEEMER ROAD
 4056 DEEMER ROAD
 BELLINGHAM, WA 98226
 DRAWING #: 22062SP9.DWG
 DESIGNED BY: JPS
 CHECKED BY: JPS

PRELIMINARY SITE PLAN



JOB #: 22062
 DATE: 1-22-2024
 SHEET:

DR2



PROJECT INFORMATION

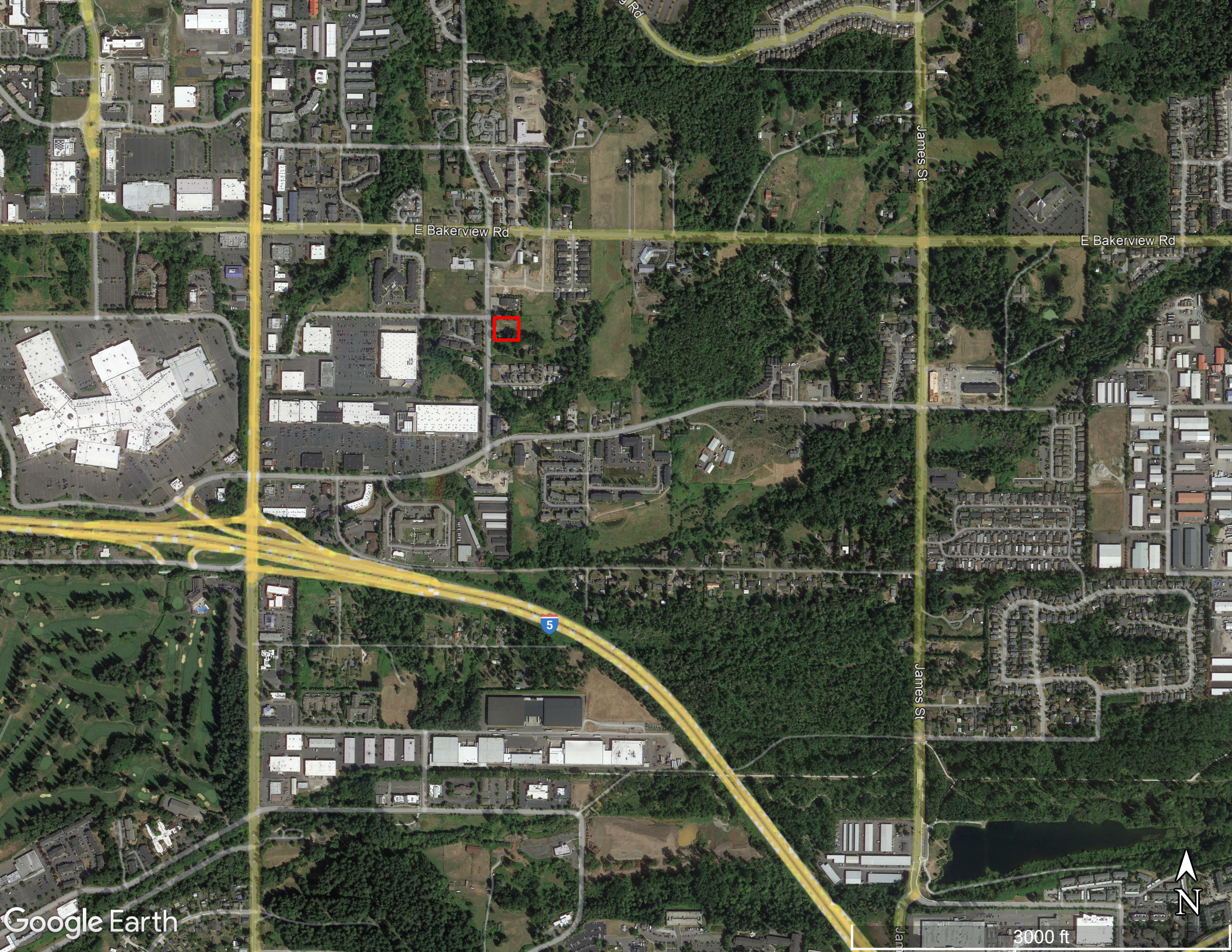
SITE COVERAGE	
LOT SIZE:	43,562 SF
BUILDINGS:	7,487 SF
DRIVEWAY SURFACING:	7,104 SF
SIDEWALK SURFACING:	1,640 SF
TOTAL COVERAGE:	16,231 SF
OPEN SPACE 27,331 SF (62.7%)	
USABLE SPACE	
PRIVATE USABLE PER UNIT	
DECKS	140 SF
YARD (GRASS AREA)	163-247 SF
PARKING SUMMARY	
10 GARAGE PARKING STALLS*	
9 SURFACE PARKING STALLS*	
(*NOTE: INCLUDES TWO SURFACE AND TWO GARAGE FOR EXISTING HOME)	
FAR CALCULATIONS	
TOTAL SITE AREA	43,562 SF
LANE AREA	-5,001 SF
SMALL LOT AREA	-5,956 SF
MITIGATION AREA	-16,095 SF
TOTAL SITE AREA FOR FAR CALCULATIONS (AREA OUTSIDE OF MITIGATION PLANTINGS BOUNDARY)	16,510 SF
TOWNHOUSE FAR	
FLOOR AREA ALLOWED (0.75 FAR)	12,383 SF
PROPOSED FLOOR AREA	6,972 SF
PROPOSED FAR	0.56
SMALL LOT FAR	
FLOOR AREA ALLOWED (0.35 FAR OR 1,200 SF)	1,200 SF/LOT

STORMWATER MITIGATION

PROPOSED HARD SURFACES ASSOCIATED WITH THIS PROJECT ADD OR REPLACE MORE THAN 5,000 SQUARE FEET. AS SUCH, THIS PROJECT IS SUBJECT TO MINIMUM REQUIREMENTS 1-9 AS OUTLINED IN BELLINGHAM MUNICIPAL CODE (BMC) SECTION 15.42.060. STORMWATER MITIGATION WILL BE PROVIDED WITH AN UNDERGROUND DETENTION SYSTEM AND PROPRIETARY STORMWATER TREATMENT FACILITY. STORMWATER INFILTRATION AND FULL DISPERSION WERE INVESTIGATED FOR THIS PROJECT; HOWEVER, IT IS ANTICIPATED THAT BOTH OF THESE MITIGATION STRATEGIES ARE INFEASIBLE.

DEPARTMENT OF ECOLOGY MINIMUM REQUIREMENTS

- MINIMUM REQUIREMENT #1 - PREPARATION OF STORMWATER SITE PLANS**
 A STORMWATER SITE PLAN (SSP) WILL BE COMPLETED AT TIME OF CONSTRUCTION DOCUMENTS.
- MINIMUM REQUIREMENT #2 - CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN**
 A STORMWATER POLLUTION PREVENTION PLAN WILL BE COMPLETED AT TIME OF CONSTRUCTION DOCUMENTS.
- MINIMUM REQUIREMENT #3 - SOURCE CONTROL OF POLLUTION**
 ALL SOURCE CONTROL ELEMENTS APPLICABLE TO THIS PROJECT WILL BE APPLIED AT TIME OF CONSTRUCTION. A LIST WILL BE INCLUDED IN THE FINAL SSP.
- MINIMUM REQUIREMENT #4 - PRESERVATION OF NATURAL DRAINAGE SYSTEMS AND OUTFALLS**
 NO SIGNIFICANT STORMWATER DIVERSIONS ARE PROPOSED AS A PART OF THIS PROJECT. STORMWATER WILL CONTINUE TO DISCHARGE TO THE DEEMER ROAD RIGHT-OF-WAY.
- MINIMUM REQUIREMENT #5 - ON-SITE STORMWATER MANAGEMENT**
 STORMWATER INFILTRATION WILL LIKELY BE INFEASIBLE PER PROXIMITY OF ON-SITE WETLANDS AND KNOWN SOIL CONDITIONS ON ADJACENT PROPERTIES. FULL STORMWATER DISPERSION IS NOT APPLICABLE DUE TO THE LACK OF AREA PRESENT FOR A SUFFICIENT DISPERSION PATH WITHOUT INTERACTING WITH THE ON-SITE WETLANDS. ALL STORMWATER WILL BE DETAINED AND TREATED WITH THE PROPOSED PROJECT USING ENGINEERED SYSTEMS. ALL LANDSCAPE AREAS DISTURBED DURING CONSTRUCTION WILL BE AMENDED PER BMP 15.13.
- MINIMUM REQUIREMENT #6 - RUNOFF TREATMENT**
 PROJECT STORMWATER TREATMENT WILL OCCUR WITHIN AN ENGINEERED TREATMENT SYSTEM.
- MINIMUM REQUIREMENT #7 - FLOW CONTROL**
 STORMWATER RUNOFF WILL BE COLLECTED AND DETAINED WITHIN DETENTION TANKS PRIOR TO DISCHARGE.
- MINIMUM REQUIREMENT #8 - WETLANDS PROTECTION**
 WETLANDS HAVE BEEN LOCATED ON SITE TO THE SOUTHEAST OF THE PROPOSED DEVELOPMENT. WETLAND MITIGATION AND PROTECTION WILL BE DETERMINED BY NW ECOLOGICAL SERVICES. FURTHER DISCUSSION WILL BE PROVIDED WITH THE CONSTRUCTION DOCUMENTS.
- MINIMUM REQUIREMENT #9 - OPERATION & MAINTENANCE**
 AN OPERATIONS AND MAINTENANCE MANUAL FOR THE PROJECT WILL BE COMPLETED AT TIME OF CONSTRUCTION DOCUMENTS.



E Bakerview Rd

E Bakerview Rd

James St

James St

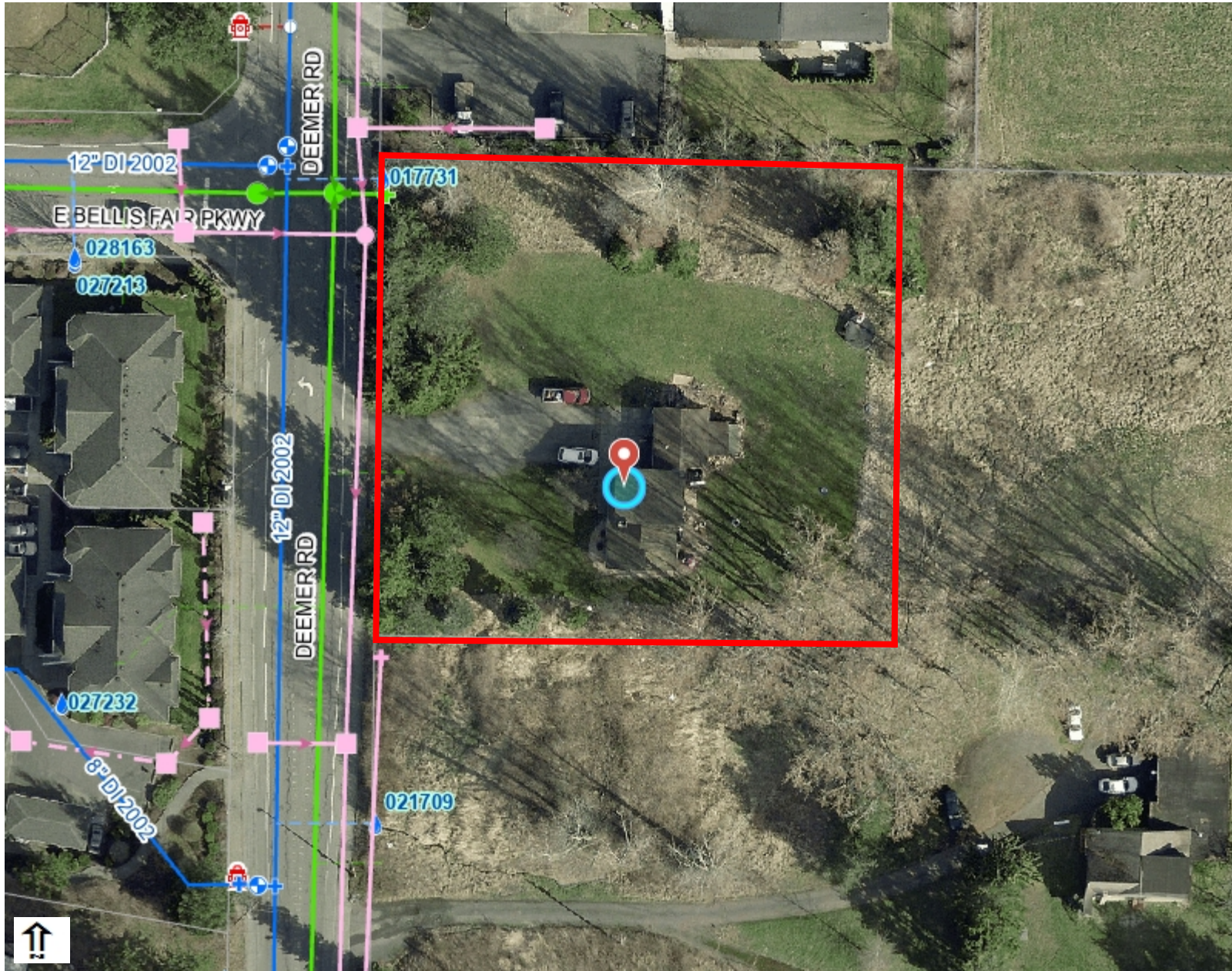
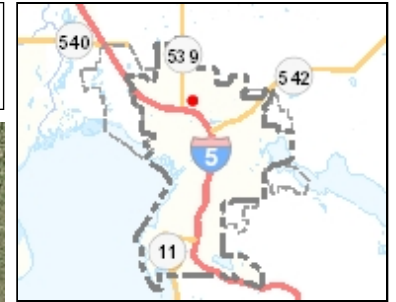
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3000 ft



Google Earth

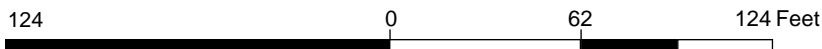


Legend

- Catch Basins
- Manhole
- Clean Out
- Pipe End
- ✦ Fitting
- Lateral Lines
 - Collector
 - - Domestic
 - ⋯ Drain
- Culvert
- Storm Main
 - City Mains, Active
 - City Mains, Under Construction
 - Private Mains, Active
 - Private Mains, Under Construction
- Ditch
- Open Channel Streams
- Water Access Points
 - ★ Service Valve
 - ★ Fireline Valve
 - Hydrant Valve
- ✦ Fitting
- Control Valve
 - ★ Air Release
 - ★ Blow Off
- Meters
 - Water Customer
 - Critical Water Customer
- Hydrants
 - 🚒 COB
 - 🚒 City Filling Station
 - 🚒 Private Hydrants
- Water System Valve
 - ⊗ Bypass Valve
 - ⊕ Inline Valve
 - ⊕ Tapping Valve
 - ✖ Zone Valve

Notes

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

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Public Works

Permit Center
 210 Lottie Street
 Bellingham, WA 98225
 phone: 360-778-8300
 fax: 360-778-8301
 www.cob.org

2024 Multimodal Transportation Concurrency Certificate¹ and Multimodal Transportation Impact Fee (MTIF) Determination²

Certificate: CON2024-0003

Issued: January _23_, 2024

Expires: January _23_, 2025

All Applicants Please Note:

- 1.) Projects affecting arterials or intersections with low level of service (LOS) or that produce 50+ peak hour trips will also be required to complete a full transportation impact analysis (TIA) as per Section 11, Public Works Development Guidelines before the City can accept a development application as "complete".
- 2.) Projects abutting public right-of-way will be required to construct standard street improvements.
- 3.) 2024 Transportation Impact Fees (TIF) at \$2,669/person trip will be required at building permit issuance (TIF Estimate Below).

Project Name:	DEEMER ITK TOWNHOMES, SMALL HOMES W/ADU'S		
Street Address:	4056 DEEMER	Bellingham, WA	
Parcel(s):	380318195488	CSA No:	
Applicant:	ALI TAYSI	Approved By:	
Email:	ALI@AVTPLANNING.COM	Email:	

¹ Temporary Certificate of Multimodal Transportation Concurrency allows applicant listed above **one (1) full year** to submit a complete application for development to the City, or the Temporary Certificate **expires on the date listed above**. If a complete application is accepted by the City, then the Temporary Certificate automatically becomes a Final Certificate. Final Certificates expire in 5 years, permit expiration date, or actual construction, whichever happens first.

Multimodal Transportation Impact Fee Determination

Building Permit No: BLD2024-_____	Person Trip Rate	Person Trip Measure	Project Size	PM Peak Person Trips	MTIF Rate	2024 MTIF
ITE Land Use for Proposed Use						
Single Family Attached Townhome	0.8265	per dwelling unit	4	3.3060	\$2,669.00	\$ 8,823.71
Single Family Detached House	1.3630	per dwelling unit	3	4.0890		\$ 10,913.54
1-2 Story Multifamily Apts/ADU	0.7395	per dwelling unit	3	2.2185		\$ 5,921.18
Pre-Reduction New Trips Subtotal			=	9.6135		\$25,658.43

BMC 19.06.040 E. Table 2. URBAN VILLAGE (Not Applicable Outside Urban Villages)				Person Trips Reduced	Urban Village MTIF Savings	
AUTOMATIC TRIP REDUCTIONS			Reduction %			
Urban Village Location						
WTA GO Line Reduction						
Maximum 50%			Urban Village Vehicle Trip Reduction	0.00	\$0.00	

PREVIOUS USE CREDIT [Calculated last to maximize credit]						
ITE Land Use Description	Person Trip Rate	Person Trip Measure	Project Size	Person Trips Reduced	Previous Use MTIF Savings	
Single Family Detached House	1.3630	per dwelling unit	1	1.3630	\$3,637.85	
Total UV Trip Reduction, Previous Use Credit, & MTIF Savings to Developer				1.3630	\$3,637.85	

\$25,658.43

\$3,637.85

\$22,020.58

Pre-Reduction TIF Cost

Trip Reduction Credit

Total Post-Reduction TIF Due at Permit Issuance²

²Note: Applicants have 10 days from issuance of this certificate to appeal MTIF determination per procedures listed in [BMC 19.06.050](#)