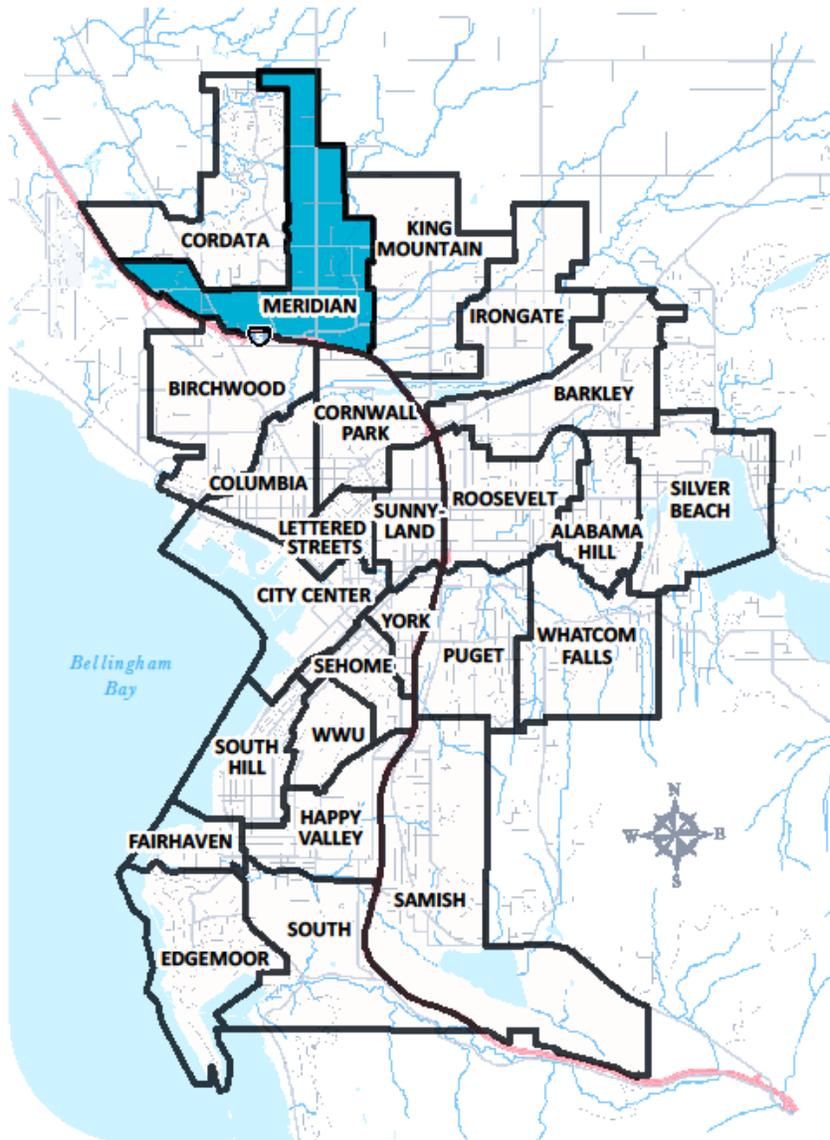




Meridian Neighborhood Plan

As adopted by Ordinance No. 8868 and amended by Ordinance No. 8946, 9271, 9327, 9442, 9446, 9491, 9511, 9524, 9559, 9601, 9638, 9652, 9689, 9820, 9874, 9879, 9886, 9901, 9995, 10380, 10391, 10490, 10585, 10616, 10665, 10756, 10779B, 10851, 10856, 1998-12-094, 2002-01-007, 2004-12-087, 2010-12-074 and 2017-11-025.



Neighborhood Plan Adoption: In 1980, the Bellingham Plan was adopted and included individual plans for each neighborhood. When the Washington State Growth Management Act (GMA) was adopted in 1990, the City was required to update and amend the Bellingham Plan to include comprehensive planning elements required by the GMA. The Bellingham Comprehensive Plan was adopted in 1995 and again included all of the individual neighborhood plans.

Neighborhood Plan Amendment: The Bellingham Municipal Code (BMC) 20.20 includes procedures by which individual property owners may petition the City for an amendment to an individual neighborhood plan. This may be a simple text amendment to address a condition or concern in a particular neighborhood or it may be a request for a change to the land use designation in a portion of a neighborhood. Because the neighborhood plans are adopted as part of the Bellingham Comprehensive Plan, the GMA restricts amendments to once per year. The deadline for submitting neighborhood plan amendments to the City is December 1 of each year (See BMC 20.20). An amendment to a neighborhood plan is made by ordinance. All of the changes made to this plan since it was originally adopted are listed on the last page of the plan.

Neighborhood Plan Update: Periodically, individual neighborhood plans merit a complete update due to changes of conditions in the neighborhood and/or the City. A complete neighborhood plan update can be a complex process requiring a great deal of time, public participation, and planning staff resources. Some of the individual neighborhood plans that were originally adopted in 1980 have received complete updates, while others have not.

MERIDIAN NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

The Meridian Neighborhood is located in the northern area of the City and currently extends from the northern City limits to Interstate 5 to the south and is situated between the Cordata Neighborhood to the west and King Mountain Neighborhood to the east. The Meridian Neighborhood contains a combination of land use zoning designations consisting of Commercial, Industrial, Institutional and Residential. A majority of the commercial and industrial zoned properties within the neighborhood have been developed with commercial uses since the neighborhood's inception.

The Bellis Fair area is situated in the southern/central portion of the Meridian Neighborhood near Interstate 5 and is considered a regional retail area. Additionally, this area is designated as a future District Urban Village and ranked as a Tier 3 Urban Village in Bellingham's Comprehensive Plan. The eastern portion of the neighborhood along West Bakerview Road is primarily zoned for commercial and industrial uses and is recognized as a "gateway" into the City of Bellingham because of its close proximity to Interstate 5 and the Bellingham International Airport. Several properties within this area have been developed with commercial uses on the south side of West Bakerview Road and it is anticipated that the properties on the north side of West Bakerview Road will be developed in the next planning period.

Two major transportation corridors traverse the neighborhood providing access to a network of roads that serve Meridian's commercial centers, residential developments on its periphery, and adjoining neighborhoods. Meridian Street provides the most direct route from the north to Bellingham, and links the city to areas north in Whatcom County and the Canadian Border. Bakerview Road is the principal east-west arterial providing direct access to the Bellingham International Airport and adjacent industrial and commercial areas to the west, and to the industrial corridor along Hannegan and Bakerview Roads to the east.

The Meridian Neighborhood lies in the Squalicum Creek, Spring Creek, Silver Creek, and Baker Creek drainage basins. Baker Creek and its tributary flows east to west through the eastern portion of the neighborhood generally between East Bakerview Road and McLeod Road. Spring Creek tributaries, come together at Baker Creek near Interstate 5, in the southwestern portion of the neighborhood. Tributaries to Silver Creek are present in the northern most portion of the neighborhood adjacent to Meridian Street.

As a result of significant development in the neighborhood, portions of Silver and Baker Creeks and their tributaries are conveyed in a pipe system within the neighborhood boundary. Some natural vegetation and clusters of conifers and deciduous trees can be found along the open creek beds where development has been reviewed under the critical areas ordinance. Wetlands associated with the creek corridors will continue to be important for floodwater attenuation, fish habitat, and water quality.

HISTORY

The Meridian Neighborhood was created in 1997 when the Bellingham City Council approved a revision to the boundaries of the Guide Meridian Neighborhood and created a new neighborhood. Both neighborhoods have had significant growth over the years as a result of approved annexation proposals, which incorporated properties from the City's Northern Urban Growth Area. In 2008, the Guide Meridian Neighborhood officially became known as the Guide Meridian/Cordata Neighborhood (GM/CN) upon the request of the neighborhood association and approved by the Bellingham City Council.

In 2010, the City of Bellingham further refined the boundaries of the Meridian Neighborhood and incorporated portions of the GM/CN, in order to group similar land use designations and recognize future development /redevelopment potential, in the northern area of the City. As a result of this boundary change, the GM/CN name was changed to the Cordata Neighborhood, common land use designations were combined and the neighborhoods better reflected the built environment. Additionally, the changes in neighborhood boundaries improved the City's ability to plan comprehensively to ensure that growth and development occurred in accordance with the City's adopted Comprehensive Plan.

In 2017, Area 36 owned by Whatcom Community College (WCC) was split off from Area 25 and rezoned from Commercial to Institutional and incorporated into WCC's Institutional Master Plan.

II. OPEN SPACE

The intensive commercial pattern of development in the neighborhood limits the kinds of open space opportunities to greenbelts along the streams and natural drainage channels. Several tributaries of Baker Creek, including Spring Creek, traverse the neighborhood and serve an important hydrological function, as well as providing an opportunity for a lineal greenbelt open space system through the area. As development adjacent to West Bakerview Road and Northwest Avenue has occurred, easements for public access have been provided.

In July 1985, the City acquired a 2.5-acre open space area as part of the Ankar Subdivision. The area includes parcels D and E of the Ankar Short Plat. In 1996, a conservation easement was established downstream of the Ankar site including 1.8 acres along Spring Creek. Additional greenbelt open spaces should be acquired and developed along Spring Creek as development occurs. Additional open space was established along Spring Creek, south of East Kellogg Road with the Canan Subdivision.

As regulated streams, Baker, Silver and Spring Creeks, and their tributaries, will continue to be protected with adequate stream buffers. These open space areas should be incorporated into site planning as development occurs. Whenever feasible, significant trees located adjacent to these creeks should be preserved and incorporated into the open space landscaping pattern of future development. The neighborhood does not have an active recreational park. Trail corridors have been established with

development through conservation and access easements. Urban open space areas are encouraged with development.

Goal No. 1 Non-motorized circulation should be encouraged by the development of a north/south trail along the Spring Creek corridor with the connections to pedestrian walkway linking commercial and residential development. A trail should be developed between Northwest Road and Cordata Parkway/Bellis Fair Mall, parallel to and south of West Bakerview Road.

Goal No. 2 Greenbelt open spaces should be preserved along the streams and natural drainage channels as development occurs.

Goal No. 3 Landscaping should be maintained and/or provided along Interstate-5 as development occurs in the neighborhood to provide an attractive view from the freeway and buffer development from the freeway.

Goal No. 4 Wherever feasible, significant existing trees should be preserved and incorporated into the site design and open space/landscaping patterns of future development.

III. PUBLIC FACILITIES

Drainage

The Meridian Neighborhood lies in the Squalicum Creek drainage basin, and the Baker/Spring Creek Sub-Basin. Baker Creek, Spring Creek and several of their unnamed tributaries traverse the neighborhood. As part of a larger area, the neighborhood is served by regional storm water facilities located at Telegraph Road east of Deemer, Hannegan Road north of Bakerview Road, and detention ponds located within the Cordata Business Park. These facilities have been accounted for within the Watershed Master Plan (1995) and play a valuable role in lowering the risk of flooding within the area.

The creeks running through the neighborhood have been impacted by intensive commercial development, and portions of these creeks are now almost entirely conveyed in a pipe system. The unnamed tributary of Baker Creek flows behind the Home Depot store, east of Meridian Street between East Bakerview Road and Telegraph Road. Spring Creek and its tributaries are the primary drainage for the majority of the neighborhood area. The lower portions of the Spring Creek system have been significantly altered. Existing channelization and encroachment has degraded the system particularly in the developed Meridian Street corridor. Some downstream channels have little function other than providing conveyance. Upper portions of the streams, as they diverge from Meridian Street, are more pristine and have greater resource value. Future development in these areas must be designed to maintain these areas to the greatest extent possible.

The City of Bellingham Watershed Master Plan (1995) indicates that Baker Creek and its tributaries have natural storage areas within their channels and associated wetlands. Natural storm water storage areas should be maintained to aid in the prevention of

downstream flooding. All development must comply with the Watershed Master Plan and its regulating ordinance. Those areas within FEMA designated flood areas must comply with floodplain requirements.

Storm water runoff from impervious surfaces associated with commercial development along McLeod Road, Bakerview Road, Telegraph Road, and Meridian Street typically contribute a substantial amount of nonpoint pollution. On site storm water retention facilities should be installed at planned developments to maintain storm water peak runoff rates no greater than pre-development levels. New development should also include swales to improve sediment removal and biological uptake. Efforts should be made to preserve wetland areas for their water quality enhancement function.

Storm water management for large developments generally include requirements for detention, water quality and erosion control. It is the policy of the City to encourage innovative strategies in dealing with the management of storm water. To the greatest extent possible, facilities should be designed to maximize the amount of property that may be served and lower overall maintenance. Property owners are encouraged to participate in development of joint facilities for storm water management. Redesign and improvements to existing storm water facilities to improve water quality should be incorporated in future public and private projects whenever possible. These storm water facility improvements should be funded with public/private resources.

Goal No. 5 The Baker Creek flood plain and its tributaries should be maintained in their natural condition to provide channel storage for stormwater run-off.

Comprehensive Water and Sewer Plan

Water and Sewer facilities are continually evaluated to ensure existing services are maintained, upgraded, and future needs can be met to accommodate Bellingham's projected population growth. As part of the City Comprehensive Plan, the City has developed a comprehensive water and sewer plan, which manages the City's water and sewer system and provides a detailed list of projected public improvements necessary to provide and maintain existing and future service needs throughout the City.

Water

The Meridian Neighborhood is served by two water pressure zones. The North 276 zone supplies water and fire flow to areas south of Bakerview Road, and the Cordata 350 pumped pressure zone services areas to the north of Bakerview Road with both domestic water and fire flow. The water main distribution system will accommodate continued growth within this neighborhood. Some minor system improvements may need to occur in order to account for increased demands from infill and from the possible expansion of existing commercial facilities. Those improvements will be required as development occurs.

Sanitary Sewer

This neighborhood is served by a sanitary sewer trunk line extending north along Meridian Street, which flows into the Squalicum Creek interceptor south of Interstate-5

to Roeder Avenue. The facilities are generally in good condition. The installation of new sanitary lateral and submains will be a requirement for development within the remaining vacant areas. Adequate sewer capacity for development outside the Meridian Neighborhood is a concern within this area as several existing trunk mains may need replacement to accommodate total build out scenarios. Sewer mains within Areas 17 and 18, and north of Bakerview Road along Meridian Street have been identified as requiring upsizing when specific levels of development occur upstream. These facility improvements would not inhibit growth in this neighborhood specifically, but future development may be impacted during the replacement program.

Click here to view the [Meridian Circulation Map](#)

IV. TRANSPORTATION CIRCULATION

The Meridian Neighborhood's transportation system provides direct routes to Bellingham from the north, east and west. Interstate 5 marks the southern boundary of the Meridian Neighborhood and this limited access facility creates a significant barrier to north-south travel between the Meridian Neighborhood and central Bellingham. Two principal arterials provide linkage between major population areas, employment and shopping centers; two secondary arterials collect and distribute traffic between neighborhoods and commercial areas; and one collector arterial provides for traffic needs within the neighborhood.

Arterial Streets

Meridian/SR539 (Principal Arterial & Highway of Statewide Significance)

Meridian Street is the name applied to this principal arterial within the Bellingham City limits, but this vital north-south corridor is also a State highway (SR539) from Interstate 5 north to the U.S.-Canadian border. SR539 and Interstate 5 are also the only State highways in Whatcom County that are designated as “Highways of Statewide Significance,” which exempts them from local transportation concurrency requirements under Washington’s Growth Management Act (GMA). Meridian Street, north of Interstate 5, generally has four travel lanes with a center turn lane, dedicated left-turn lanes, drop lanes for right-turns and traffic signals at major intersections. Sidewalk exists along most of Meridian Street, but bike lanes are not present and Meridian Street is not likely to become a bike-friendly environment. Public transit along Meridian Street is provided by Whatcom Transit Authority on multiple bus routes. The development of commercial uses along the entire length of Meridian Street from Interstate 5 to Stuart Road has curb cuts for numerous entrances and exits to commercial activities. As is evidenced by the existing situation, this impedes traffic flow, increases congestion and can increase accident hazards.

Goal No. 6 Minimum driveway spacing on arterial streets is 200 feet (BMC 13.52.060); but local access points on Meridian Street should be at least 300 feet and, ideally, 600 feet apart. Internal service roads should be developed to connect properties with access roads to Meridian Street.

Because Meridian Street is a State highway with the heaviest traffic volumes in Bellingham, the City manages traffic flow more aggressively here than it does on other arterial streets. The sheer volume of traffic requires the City to favor north-south flow over east-west flow, which means that vehicles trying to cross Meridian Street will experience longer wait times at traffic signals. At some undefined point in the future, the City and Washington State Department of Transportation (WSDOT) may have to institute some significant access management measures, such as turn restrictions, driveway consolidation and/or elimination, or possibly even a center lane median barrier to eliminate traffic safety issues. Any future access management proposals by either the City or WSDOT will require full public process with direct involvement and work with property owners, businesses, and Cordata and Meridian Neighborhood residents.

Bakerview Road (Principal Arterial)

West Bakerview Road is the principal arterial that marks the southern boundary of the Cordata Neighborhood, but also links the Meridian Neighborhood to the Bellingham International Airport, Interstate 5, a growing commercial area, and Meridian/SR539. The surrounding land area was annexed in 1992 and in 1998, the City of Bellingham constructed West Bakerview from Interstate 5 to Meridian to have four travel lanes, bicycle lanes, setback sidewalks with street trees, a landscaped center median with dedicated left-turn lanes, and traffic signals at major intersections. Significant traffic congestion develops daily on West Bakerview Road between Interstate 5 and Meridian Street/SR539.

East Bakerview Road is the principal arterial that links the Meridian Neighborhood to Deemer Road, James Street, and the City's largest industrial area in the Irongate Neighborhood. East Bakerview Road between Meridian Street and Deemer Road was constructed by the City of Bellingham to have four travel lanes, bicycle lanes, setback sidewalks with street trees and a center two-way left-turn lane. East of Deemer Road, East Bakerview Road has two travel lanes, no bicycle lanes, no shoulders, no sidewalks, steep ditches, no access management and one transit route with minimal service once every 4 hours (Route 48). Significant traffic congestion develops daily on East Bakerview Road between Deemer Road and Meridian Street.

There is significant development potential along East Bakerview Road east of Deemer Road and the minimum standard section of East Bakerview Road will not be adequate to serve the transportation demand that will be placed upon this critical east-west link between Interstate 5, Meridian Street, and the Irongate industrial area. East Bakerview Road from Deemer Road to Hannegan Road will need to be widened and improved to resemble West Bakerview Road with four travel lanes, a center median with turn lanes for access management, bicycle lanes, curb and gutter, street trees and sidewalks.

Goal No. 7 Minimum driveway spacing on arterial streets is 200 feet (BMC 13.52.060); but local access points on Meridian Street should be at least 300 feet and, ideally, 600 feet apart. Internal service roads should be developed to connect properties with access roads to Meridian Street.

Kellogg Road (Secondary Arterial)

Kellogg Road is an east-west secondary arterial that connects Meridian Street to James Street and is the only major east-west arterial serving northern Bellingham, north of Bakerview Road. Kellogg Road has primarily been constructed by private developers during different periods of time and the present condition of the road reflects changes in the City's requirements for new development. Commercial development exists along the segment of Kellogg Road from Meridian Street to Tull Road and the street widens to accommodate turning lanes at Meridian Street. Curb, gutter, sidewalks, and on-street parking exist here, but lane markings could be better defined. From Tull Road to Deemer Road, development character is residential and the street narrows to two travel lanes, with curb, gutter, and sidewalk provided on both sides, with the exception of a gap in the north sidewalk between Tull Road and Spring Creek Apartment complex. From Deemer Road to the west edge of the King Mountain Church property,

development character is rural and Kellogg Road narrows to minimum standard with two travel lanes, but no curb, gutter, or sidewalk.

Kellogg Road is constructed to urban arterial standards to the main driveway of the King Mountain Church, but then narrows again to a minimum rural standard with shoulders along the remainder of the church property. From the eastern edge of the church property to James Street, Kellogg Road is built to full urban standards and includes two travel lanes with a center turn lane, bicycle lanes, curb, gutter, sidewalk and separated driveway access parallel to the arterial street. This newest section of Kellogg Road, as well as the minimum standard through the church property, was constructed in 2003 by the developer of the Spring Creek Estates subdivision. Whatcom County added gravel shoulders through the church property in 2007 and the City of Bellingham installed a flashing pedestrian crosswalk in 2008.

Goal No. 8 As new development occurs along Kellogg Road, the street will need to be constructed to secondary urban arterial standards. Driveway access to Kellogg Road should be minimized and shared driveways should be encouraged.

Deemer Road (Collector Arterial)

Deemer Road is a north-south collector arterial between Telegraph Road and Kellogg Road. The City reconstructed Deemer Road to full collector arterial standards between Telegraph Road and East Bakerview Road in 2002 and it includes travel lanes, bicycle lanes, curb, gutter and sidewalks on both sides. Private developers constructed Deemer Road between East Bakerview Road and the King Meadows Condominiums and it includes travel lanes, bicycle lanes, curb, gutter and sidewalks on both sides. The section of Deemer Road between the King Meadows Condominiums and Kellogg Road is only half constructed and offers sidewalk, curb and gutter only on the west side of the street. The owners of vacant properties along the east side of Deemer Road will be required to dedicate right-of-way and to construct collector arterial street frontage improvements when new development occurs.

Goal No. 9 As new development occurs along the east side of Deemer Road, the street will need to be constructed to collector urban arterial standards.

The Transportation Element of the Bellingham Comprehensive Plan identifies Deemer Road, from Kellogg Road to Kelly Road, as a planned future north/south connector paralleling Meridian Street on the east and serving a function similar to Cordata Parkway to reduce pressure and traffic congestion on Meridian Street. New development occurring along this future alignment of Deemer Road will be required to dedicate right-of-way and construct Deemer Road to collector arterial standards.

Goal No. 10 New development that occurs along the planned Deemer Road alignment between Kellogg Road and Kelly Road, will be required to dedicate right of way and to construct Deemer Road to collector urban arterial standards. Driveway access to Deemer Road should be minimized and shared driveways should be encouraged.

Telegraph Road (Secondary/Collector Arterial)

Telegraph Road is an east-west arterial between Meridian Street and James Street. Telegraph Road is a secondary arterial between Meridian Street and Deemer Road with travel lanes, curb, gutter, sidewalks and sidewalks on both sides, except the south side of Telegraph Road across from Home Depot. The owners of the properties along the south side of Telegraph Road will be required to construct secondary arterial improvements as properties redevelop. When warranted, a traffic signal will need to be constructed at the Telegraph/Deemer intersection.

Goal No. 11 As new development occurs along the south side of Telegraph Road, the street will need to be constructed to secondary urban arterial standards. A traffic signal will be constructed at the Telegraph/Deemer intersection, when warranted by impacts of new development or increasing regional traffic volumes. Driveway access to Telegraph Road should be minimized and shared driveways should be encouraged.

Telegraph Road is currently classified as a collector arterial between Deemer Road and James Street. A great deal of development potential exists in this portion of the city and as additional development occurs along both Telegraph Road and James Street in the future, it is possible that Telegraph Road will need to be reclassified as a secondary arterial. All new development along Telegraph Road between Deemer Road and James Street will be required to construct three-lane collector urban arterial improvements.

Goal No. 12 As new development occurs along Telegraph Road between Deemer Road and James Street, the street will need to be constructed to three-lane urban arterial standards. A traffic signal will be constructed at the Telegraph/James intersection when warranted by impacts of new development or increasing regional traffic volumes. Driveway access to Telegraph Road should be minimized and shared driveways should be encouraged.

Eliza Avenue (Collector Arterial)

Eliza Avenue is a north-south collector arterial that connects West Kellogg Road and Whatcom Community College to West Bakerview Road. Formerly called Allans Road, the City, in conjunction with several new development proposals, constructed Eliza Avenue to collector arterial standards both north and south of West Bakerview Road and installed a traffic signal at the Eliza/Bakerview intersection in 2004. Sidewalks and bicycle lanes exist on Eliza Avenue between West Bakerview Road and Kellogg Road. A sidewalk exists on the west side of Eliza Avenue south of West Bakerview Road and sidewalks will be constructed on the east side of Eliza Avenue south of West Bakerview Road when the abutting property develops.

Currently, the southern terminus of Eliza Avenue serves as the driveway entrance to a mobile home park. City transportation planners and Bellis Fair Mall managers are working on plans to connect Eliza Avenue to Bellis Fair Parkway. This arterial connection would provide benefit to the regional transportation system by dispersing vehicle traffic more evenly and would reduce traffic congestion at the Cordata/Bakerview intersection. The Bellis Fair Mall will dedicate 60-feet of public right-of-way across the northwestern parking lot of the mall and the City has programmed construction funding in the 6-year Transportation Improvement Program (TIP) for 2011.

Curb, gutter, and sidewalk will be included on the south and west side of the Eliza Connector, but vacant properties on the north and east side of Eliza will be required to finish construction of Eliza with bicycle lanes, curb, gutter, and sidewalk.

Goal No. 13 As new development occurs along the north and east side of Eliza Avenue, the street will need to be completed to collector urban arterial standards with bicycle lane, curb, gutter, and sidewalk. Driveway access to Eliza Avenue should be minimized and shared driveways should be encouraged.

Bellis Fair Parkway (Secondary Arterial)

The Bellis Fair Mall is served by the Bellis Fair Parkway loop road, which is a secondary arterial providing access to Meridian Street, West Bakerview Road, Cordata Parkway, and plans for the Eliza Avenue Connector in 2011. The portion of the parkway between Cordata Parkway and Meridian Street is a private road and not classified as an arterial street. Additional access to Bellis Fair Parkway is restricted by a ring of mall-owned property.

Dover Street (Planned Collector Arterial)

Dover Street is identified as planned collector arterial connecting West Bakerview Road to Garland Lane and future development located to the north. The traffic signal at the primary driveway entrance to Fred Meyer was constructed in 2003 in anticipation of Dover Street serving as the north leg to this 4-way intersection. Construction of Dover Street will be the responsibility of property owners when redevelopment occurs.

Pacific Highway (Planned Secondary Arterial)

Pacific Highway parallels Interstate 5 between West Bakerview Road and Slater Road at the northern limits of the Bellingham Urban Growth Area (UGA), which also marks the city limits of Ferndale. Prior to construction of Interstate 5 in the 1960's, this was the State highway route through Bellingham and Ferndale. Pacific Highway is not currently classified as an arterial street and essentially serves as a frontage road for low-density rural industrial uses. As future infill development occurs and access management is implemented at the intersection with West Bakerview Road, Pacific Highway will increasingly serve as a secondary arterial paralleling Interstate 5 and connecting Bellingham to Ferndale. Access management and shared driveways should be encouraged along Pacific Highway.

Un-named East-West Street (Planned Collector Arterial)

Bellingham transportation planners anticipate that at some point in the future, the intersection of West Bakerview Road and Pacific Highway will require turning restrictions or possibly closure due to complications that this intersection creates for the Interstate 5/West Bakerview interchange. In either case, an additional un-named east-west collector arterial will be needed between the planned Dover Street collector arterial and Pacific Highway. Approximately 630 feet of 60-foot-wide right-of-way currently extends west from the Dover Street right-of-way, but dead-ends at the 2.35-acre property addressed as 4018 Pacific Highway. Right-of-way dedication and construction of a new collector arterial will be required as redevelopment occurs.

Interstate 5 (Limited Access Freeway; WSDOT)

Interstate 5 is a federal highway managed by the Washington State Department of Transportation (WSDOT) and marks the western and southern boundary to the Meridian Neighborhood. Interstate 5 is a significant landmark, but also creates a significant barrier to travel from the Meridian Neighborhood to other points south and west due to limited access and crossing points. Bellingham transportations planners coordinate and work with WSDOT staff on a regular basis, but improvements to Interstate 5 are subject to State and federal highway requirements. WSDOT manages and improves Interstate 5 according to the I-5 Fairhaven to Slater Interstate Master Plan (November 2008), available for viewing on the WSDOT web site at:

www.wsdot.wa.gov/Projects/I5/FairhavenToSlater

Residential Streets

There are platted, undeveloped street rights-of-way within the neighborhood. Some of these streets would be very expensive and destructive to natural features if developed as originally planned. They would also limit attempts to design future developments in a manner more sensitive to the existing natural systems and land use/traffic conditions of the area. Residential land use designations in the neighborhood provide for apartment construction at relatively high densities. Streets in these areas should be improved to accommodate such development.

Goal No. 14 As this area develops, existing undeveloped but platted rights-of-way should be selectively vacated and new street systems, which are more compatible with natural features and development patterns, should be dedicated and built.

Goal No. 15 The recommended residential street standard for this neighborhood is a 28-foot street with curbs, gutters, storm drainage, a planting strip and sidewalks. Rolled curbs are discouraged to minimize problems with vehicles parking on sidewalks.

Pedestrian Facilities

A significant number of housing units have been built in this neighborhood since 1980, and are located on the periphery of the eastern boundary between Kellogg Road and Bakerview Road. Residential development at higher densities is expected to continue as areas are annexed to the neighborhood. Because of the close proximity to shopping areas, many residents choose to walk rather than drive for the short distances. Accordingly, adequate pedestrian facilities are required for all street and parking lot construction to provide safe and accessible routes for pedestrians and the disabled.

Goal No. 16 Sidewalks should be included in all road and parking lot improvements.

Bicycle Facilities

The Meridian Neighborhood has the potential for providing bike-friendly surroundings and convenient bike travel corridors. Cyclists are potential customers, and often employees in the Meridian Neighborhood, and as such, the area should be more accessible and secure for bicycle travel.

There are existing segments of bicycle corridors established in the Meridian Neighborhood. These bike corridors should link up with those of adjacent neighborhoods to provide a safe, secure network of bicycle facilities.

BIKE CORRIDOR NETWORK

A network of bike facilities is proposed to assist bike travel in the neighborhood. Efforts should be made to make the I-5/Meridian Street underpass more bike and pedestrian friendly, since it is a major connection to the south and other areas in the city. Several informal links to the core shopping areas exist. These should be upgraded to all-weather bike or multi-use paths. Curb cuts should be provided along with bollards to prevent motorized traffic when possible.

With the development of apartments and condominiums in the eastern section of the Meridian Neighborhood, east/west bike corridors should be provided to shopping and commercial areas. Some of the existing roads are of sufficient width to provide a safe biking corridor at this time. Future in-fill and developments may require striping of bike lanes and on-street parking restrictions to maintain safe bike routes. Bike lanes are required on all new or reconstructed arterial streets, where right-of-way and environmental constraints allow.

Goal No. 17 Bike corridors should be signed, or otherwise marked, to show a destination of the corridor.

Goal No. 18 The short multi-use path linking the end of Sterling Drive to Bellis Fair Parkway should be improved and include a curb ramp to provide safer access from the adjacent neighborhood and larger community to Bellis Fair Mall.

Goal No. 19 Existing businesses should be encouraged to upgrade existing bike racks, and provide additional racks whenever possible. Employers might also consider providing bike storage lockers for their employees.

Goal No. 20 Bicycle lanes should be included on arterial streets whenever feasible.

PUBLIC TRANSPORTATION

The Whatcom Transportation Authority (WTA) owns and operates the Cordata Station transit center across from the Whatcom Community College to serve the north end of Bellingham and northwest Whatcom County. Due to the high rate of growth expected for the Bellingham/Whatcom County area, public transportation will play an increasingly important role in the community. WTA recommendations regarding facility needs and functional requirements should be considered during project design and review.

Street and site designs that maximize public transportation travel opportunities should be encouraged. Design attributes that accommodate public transportation include:

1. A connecting street network that facilitates the direct movement of transit vehicles and accommodates their functional requirements;

2. Bus stops, bus pullouts and covered waiting areas at major boarding locations; and
3. Walkways linking buildings to boarding locations, abutting developments and arterial streets.

Goal No. 21 Bus stops should be considered at locations recommended by WTA. Walkways should connect building entrances to bus loading facilities.

V. MERIDIAN COMMERCIAL DISTRICT

The Meridian Commercial District (MCD) is primarily located in the southern portion of the Meridian Neighborhood from Interstate 5 north to E. Kellogg Road. Subareas included in the district boundaries include: Areas 10, 11, 12, 14, 16, 17, 18, 21, 22 and 25. This district is situated near major transportation routes and is considered one of Bellingham's largest retail center and employment area. The Bellis Fair Mall and Meridian Village make up a large portion of the commercial district.

Goal No. 22 The Meridian Neighborhood should be recognized as a unique commercial district with a distinct boundary. Ongoing planning for this area should be done which focuses on physical design objectives including circulation planning for pedestrians, bicycles, and vehicles; site and building design guidelines; protection and integration of natural systems and amenities; and definition of distinct district boundaries.

Most of the land has been developed with one story "big box" retail and similar uses designed primarily to facilitate easy automobile access. Although this will likely remain a primary characteristic of development in the short term, future development and redevelopment of commercial uses should improve convenience, safety and comfort for pedestrians and accommodate alternative modes of transportation.

The district has evolved over the past 20 years from small commercial developments scattered along Meridian Street and single family homes along West Bakerview Road to larger blocks of shopping centers, motels and offices. The diversity of ownership, parcel size and construction schedules have complicated the attainment of a cohesive development and circulation pattern. A mixture of linked parking lot access drives and frontage road easements has been used to provide vehicle access routes between public streets. Additional physical planning in this neighborhood should give particular attention to the location and design of these connections due to their important role as an extension of the circulation system.

In 2017, Area 36 owned by Whatcom Community College (WCC) was split off from Area 25 and rezoned from Commercial to Institutional and incorporated into WCC's IMP. The IMP and associated development standards recognize the importance of providing a pedestrian oriented interface between the WCC campus and MCD, and development within the MCD should reciprocate. This is particularly important along Short Street and a proposed new north-south street connector along the boundary between Areas 25 and 36.

In addition to being the connecting network of a unified commercial center, the district's streets are an important design element. Street trees, sidewalks, landscaping, lighting, crosswalks and other street features have a significant impact on the character of this district. Although the main streets in this district have been constructed, there may be methods to enhance the street environment through selection of landscaping and street furniture. Opportunities should be investigated for improving the appearance of street corridors both in the right-of-way and along the street fronts of commercial properties.

The continued trend toward chain marketing and warehouse retail outlets is changing the nature of the area's streetscape. Plain box buildings and over-size parking lots can overwhelm Bellingham's community identity or "sense of place" and often fail to provide adequate amenities at a pedestrian scale. The Meridian business community should be encouraged to work with design professionals and the City to develop design guidelines that contribute to a defined "district character" and promote its long term viability.

Incorporating natural topographical features into site designs is important in retaining both their natural functions and the area's sense of place. The streams, ravines and other major natural features of the district should be treated as an asset and enhanced as a significant design element.

MERIDIAN COMMERCIAL DISTRICT DEVELOPMENT GUIDELINES

PURPOSE

The following concepts are the basis for Meridian Commercial District development and design policies:

- | | |
|---------------------|---|
| 1. Identity: | Identification of the core commercial area in this neighborhood as a unique district with its own function and design identity |
| 2. Connectivity: | Implementation of a multi-modal circulation plan |
| 3. Boundaries: | Definition of district boundaries and provision of an appropriate interface with adjacent land use areas |
| 4. Natural Systems: | Preservation of natural topographical features and systems and incorporation of these elements into development design |
| 5. Design: | Encouragement of public and private facility designs that enhance pedestrian access, provide pedestrian amenities and promote the design identity of the district |

Click here to view the [Meridian Neighborhood Plan Land Use Map](#)

VI. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

The design guidelines listed in the Meridian Neighborhood zoning table section of the Land Use and Development Code are to be used in the preparation of planned development permits in the Meridian Neighborhood and as the basis for development of future, more specific design standards.

Area 1

The area is located adjacent to Interstate-5 and Pacific Highway to the west. Division Road (unimproved) forms the northern boundary. Pacific Highway provides access to the area, linking the area with industrial and commercial areas to the north and with West Bakerview/I-5 Intersection to the south. The topography ranges from generally flat to rolling hills. Portions of the area are forest covered with wetlands associated with the Bear Creek tributaries towards the interior portions of the parcels.

Currently, the area consists of many parcels under separate ownership. As industrial development occurs, site planning should incorporate pedestrian and vehicular connectivity between developments, natural topographical features, vegetation, and wetland areas. The area is not within a Billboard Overlay Zone. Adult entertainment uses are prohibited in this area.

AREA 1 LAND USE DESIGNATION: INDUSTRIAL

Area 2

The area is located north of West Bakerview Road and bordered by industrially zoned property to the west and commercially zoned property to the south. The city limit, Division Road (unimproved), forms the northern boundary. In 2003 a large portion of the area was subdivided into 32 single family lots known as the Northwest Road Plat and now named Glenaire Estates. All 32 lots within this subdivision have been developed with a single family residence. The remaining area available for development consists of three lots, with a residence on each of those lots fronting Northwest Avenue.

The topography is generally flat to rolling hills with slopes, forest cover, and wetlands associated with the Bear Creek corridor. Because of the area's proximity to residential housing along Northwest Avenue, and industrial and commercial employment centers, a mix of single and multi-family housing types is appropriate for this area. Site planning should incorporate natural topographical features, vegetation, wetland and stream areas, and pedestrian trails or walkways, and buffers separating residential development from industrial area to the west. Any neighborhood park facilities should similarly incorporate wetland and stream areas, wildlife corridors and pedestrian trails. Access to housing developments should be taken from residential streets.

AREA 2 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW TO MEDIUM DENSITY

Area 3

This area is located east of Interstate-5. Pacific Highway parallels Interstate-5 and provides direct access to the area, linking it to the industrial and commercial areas to the north. West Bakerview Road extends through the southern portion of the area, and provides direct access to the I-5 Interchange.

The topography is generally flat to gentle rolling hills north of West Bakerview Road. Portions of the area are forest covered, with wetland areas located towards the interior portions of the parcels. The area is characterized by single-family housing along West Bakerview Road and Pacific Highway. Natural topographical features, vegetation, and wetland areas should be incorporated into site design. The area is not within a Billboard Sign Overlay Zone. Adult entertainment is prohibited in this area.

Design standards have been established to insure that development along West Bakerview Road continues to create a positive first impression to the community and coordinated development. These standards identify West Bakerview as a gateway to the City and include site planning elements such as complementary landscaping along the West Bakerview corridor, dispersed surface parking lots by landscaping to avoid the appearance of large paved parking areas, coordinated internal circulation and linked open space/trails.

AREA 3 LAND USE DESIGNATION: COMMERCIAL/INDUSTRIAL

Area 4

This area is located adjacent to the northwest intersection of West Bakerview Road and Northwest Avenue, with Dover Street (unimproved) as the east boundary of the subarea.

The topography is generally flat to rolling hills. Portions of the area are forest covered, and wetland areas associated with the Bear Creek corridor are located towards the interior portions of the parcels. Proximity to Interstate-5, Bellingham International Airport, Bellis Fair Regional Mall and significant traffic growth along West Bakerview Road and Northwest Avenue makes the area appropriate for commercial development.

Consolidation of properties should be encouraged and site planning should incorporate natural topographical features, vegetation, wetland areas and buffers separating commercial from residential development to the north.

Design standards have been established to insure that development along West Bakerview Road continues to create a positive first impression to the community and coordinated development. These standards identify West Bakerview as a gateway to the City and include site planning elements such as complementary landscaping along the West Bakerview corridor, dispersed surface parking lots by landscaping to avoid the appearance of large paved parking areas, coordinated internal circulation and linked open space/trails.

AREA 4 LAND USE DESIGNATION: COMMERCIAL

Area 5

The area's location, adjacent to I-5 with two freeway interchanges, lends this site as a gateway to the regional Bellis Fair/Guide Meridian/Cordata mixed-use urban development center. This area provides industrial/commercial employment and services on a regional basis and to the surrounding residential neighborhoods.

The topography is generally flat with portions of the area being forested. Wetland areas, associated with the Bear Creek corridor, are present.

Development within this subarea has occurred south of West Bakerview Road. The Fred Meyer shopping center is the newest development. Jerry Chambers and those uses along Home Road have been established since the last planning period. A few single family homes remain within the subarea.

Design standards have been established to insure that development along West Bakerview Road continues to create a positive first impression to the community and coordinated development. These standards identify West Bakerview as a gateway to the City and include site planning elements such as complementary landscaping along the West Bakerview corridor, dispersed surface parking lots by landscaping to avoid the appearance of large paved parking areas, coordinated internal circulation and linked open space/trails.

This area is not in a Billboard Overlay Zone. Adult entertainment uses are prohibited in this area.

AREA 5 LAND USE DESIGNATION: COMMERCIAL/INDUSTRIAL

Areas 6, 7, and 8

This neighborhood is centrally located within the urban development center that includes the Bellis Fair/Guide Meridian and Cordata areas. The zoning is suitable to provide a mix of housing at higher densities within close proximity to this urban center. Area 6, and the northern portion of Area 7, are developed with multifamily and office uses and still contain development potential. The southern portion of Area 7 is developed primarily with single family uses. Area 8 contains a mix of single family and multi-family units, mobile home park, and a church.

Design standards have been established to insure that development along West Bakerview Road continues to create a positive first impression to the community and coordinated development. These standards identify West Bakerview as a gateway to the City and include site planning elements such as complementary landscaping along the West Bakerview corridor, dispersed surface parking lots by landscaping to avoid the

appearance of large paved parking areas, coordinated internal circulation and linked open space/trails.

AREA 6 LAND USE DESIGNATION: COMMERCIAL*

AREA 7 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

AREA 8 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 9

This area is located east of Eliza Avenue and abuts Bellis Fair Mall. It is an appropriate expansion area for major retail commercial use and higher density housing. The area is linked to the West Bakerview neighborhood to the west off Eliza Avenue.

Design standards have been established to insure that development along West Bakerview Road continues to create a positive first impression to the community and coordinated development. These standards identify West Bakerview as a gateway to the City and include site planning elements such as complementary landscaping along the West Bakerview corridor, dispersed surface parking lots by landscaping to avoid the appearance of large paved parking areas, coordinated internal circulation and linked open space/trails.

AREA 9 LAND USE DESIGNATION: COMMERCIAL

Area 10

This area consists of the Bellis Fair shopping mall which opened in 1988. This area is approximately 84 acres in size and situated in the southern portion of the Meridian Neighborhood near Interstate 5 and along the west side of Meridian Street. The Bellis Fair Mall development is considered a major commercial retail center area and part of the Meridian Commercial District. Development proposals within this area are required to meet the specific design guidelines listed in the Meridian Neighborhood zoning table section of the Land Use and Development Code.

The regional mall was approved by a rezone, which included a Concomitant Agreement and Amendment thereto filed under AF No. 1518797 and 1555668 together with Resolutions No. 34-86, 27-1987 and 30-1988. The terms of these agreements and resolutions continue in full force and effect unless otherwise amended by agreement of the authorized parties. Unless otherwise agreed by the authorized parties, none of the

provisions of the Meridian Neighborhood Plan supersede or modify the terms of these agreements or resolutions. Nothing herein negates the City's authority to consider provisions of the Meridian Neighborhood Plan in negotiating any amendment of the agreements.

Bellis Fair is served by Bellis Fair Parkway, with three main accesses off Cordata Parkway, the Meridian Street/W. Bellis Fair intersection, and the Meridian/Telegraph intersection.

The existing buffer along the western perimeter of the subarea should be maintained. A landscaped or open space corridor, including trees, should also be provided and/or maintained along the freeway.

AREA 10 LAND USE DESIGNATION: COMMERCIAL

Area 11

This area is approximately 31 acres and is generally located east of Meridian Street between Telegraph Road and Interstate-5. It contains Meridian Plaza shopping center, retail, offices, motel and mini-storage uses. Some vacant land remains in the eastern and central portions of the area.

A major tributary of Baker Creek traverses the area and forms a natural open space. Because of its significant flooding potential in this area, the creek should be retained in an open state. It also provides a natural open space buffer along the freeway and between developments.

Appropriate uses are highway oriented, and include such uses as restaurants associated with motels, banks, and small retail development, offices, and services. Prohibited uses are listed in the Design Guidelines section.

Primary access to Meridian Plaza is from Telegraph Road with secondary access from McLeod Road. Meridian Place, and a portion of a motel site, are located east of Meridian Plaza and have access from Telegraph Road and McLeod Road. A mini-storage farther to the east takes access from McLeod Road. Freeway signage in this vicinity should not be located within 200 feet of residential property.

AREA 11 LAND USE DESIGNATION: COMMERCIAL

Area 12

This subarea of approximately 7 acres is located between McLeod Road and a line approximately 540 feet north of McLeod Road, extending easterly from Lot C, Bengen Short Plat generally to the east property line of Lot 6 of the Baker Garden Tracts to Bellingham. The topography slopes from the north to the south, and is relatively flat adjacent to McLeod Road. Baker Creek tributary and associated wetlands traverse the

southern portion of the area, and serves an important hydrological function, as well as providing an opportunity for a lineal greenbelt open space system through the area. Most of the area is undeveloped. As development occurs, consideration should be given to protection of Baker Creek and incorporation of the creek and wetlands in site design. Vegetative buffers should be provided between commercial development and residential development east of the McLeod barricade. Access to this area is from the west along McLeod Road.

This subarea forms a transition to the residential properties east of the barricade along McLeod Road. Site planning should incorporate natural topographic features, vegetation, wetland and stream areas, and pedestrian trails or walkways, and buffers separating commercial development from residential development east of the McLeod Barricade.

Residential units are encouraged in this commercially zoned area. See the Meridian Neighborhood zoning table (Area 12B) in the Land Use and Development Code for details.

AREA 12 LAND USE DESIGNATION: COMMERCIAL

Area 13

This subarea of approximately 12 acres is located on both sides of Telegraph Road extending from Deemer Road east to the King Mountain Neighborhood boundary. A tributary of Baker Creek bisects the northern portion of the area. Four single-family dwellings are located adjacent to Telegraph Road. Two multifamily developments are located at the Deemer/Telegraph and Primrose/Telegraph intersections. The remainder is undeveloped.

Special consideration should be given to access, (especially as it relates to the intersection of Deemer and Telegraph Roads), improvement of the Telegraph/ Deemer intersection, internal circulation, drainage, open space, buffers and incorporation of natural features in site design.

AREA 13 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 14

This subarea is located south of Telegraph Road and slopes. The subarea contains one single family residence. When commercial development occurs, improvements to Telegraph Road will be required. Issues to be addressed as the area develops include vehicular access and internal circulation, improvement of the intersection at Deemer and Telegraph Roads, drainage, buffers separating commercial uses from residential development, and site design. Residential units and mixed-use buildings are encouraged. See the Meridian Neighborhood zoning table in the Land Use and

Development Code for details.

AREA 14 LAND USE DESIGNATION: COMMERCIAL

Area 15

This area of approximately eight acres is located adjacent to Telegraph and Deemer Roads between the Meridian Village, Home Base shopping Center and Deemer Road. The terrain is generally flat with a gentle slope to the south. Much of the area has been cleared for development. In 1998, Home Depot constructed a major retail building adjacent to Telegraph and Deemer Roads with primary access on Telegraph Road. A second access from Deemer Road provides access to the rear portion of the lot and to the commercial area to the north.

Special consideration should be given to access (especially as it relates to the intersection of Deemer and Telegraph Roads), improvement of the Telegraph/Deemer intersection, internal circulation, drainage, open space, protection of Baker Creek tributary, buffers and incorporation of physical features adjacent to Baker Creek in site design.

This area allows mixed residential/commercial buildings. See the Meridian Neighborhood zoning section (Area 15) of the Land Use and Development Code for details.

AREA 15 LAND USE DESIGNATION: COMMERCIAL

Area 16

This area is approximately 40 acres and consists of several shopping areas and large retail buildings.

Located east of Meridian Street and north of Telegraph Road, this area has two of Baker Creek's tributaries passing through the area's northwestern and southeastern corners. The stream in the southeastern area has been modified by commercial development. Meridian Village Shopping Center is in the southern half of this area. Appropriate land uses include retail shopping, banks, service stations, commercial recreation with apartments and offices as related uses.

Access should be from Telegraph Road with minimal access to Meridian Street. A landscaped planting area should be established on Meridian Street for any redesign of older centers. Remaining natural streams should be retained.

AREA 16 LAND USE DESIGNATION: COMMERCIAL

Area 17

This area is approximately 17 acres in size. It is generally bounded by West Bakerview Road on the north, Meridian Street on the east, Cordata Parkway on the west and Bellis Fair Parkway on the south. The west tributary to Spring Creek is located in a wide ravine running west to east across the north part of area and then diagonally to the southeast corner. The stream and its adjacent wetlands and vegetation buffer should be retained in a natural condition with particular attention to retaining large existing trees should be retained whenever possible.

Access should be designed to conform to the standards recommended in the Circulation section of this plan and to avoid crossing the stream ravine if possible. The developer shall seek access from Bellis Fair Parkway or Cordata Parkway. Joint access designs are encouraged where feasible. North and south access points should be aligned where possible.

There shall be a dedication of right-of-way along Cordata Parkway as adjacent development occurs.

The sanitary sewer in this area is subject to potential replacement to accommodate future development connecting to the sewer system upstream.

AREA 17 LAND USE DESIGNATION: COMMERCIAL

Area 18

This area is approximately 20 acres in size, and is generally bounded by East Bakerview Road on the north, Meridian Street on the west, and East Bellis Fair Parkway on the south. Its eastern boundary is approximately 660 feet east of Meridian Street. Spring Creek, a major tributary of Baker Creek is located in a ravine running across the north part of the area, and extending diagonally to the southwestern portion of the area.

Spring Creek's open creek channel should be preserved and incorporated into site planning as development occurs. Significant existing trees should be preserved and incorporated into the open space and landscaping plans for new development. Non-motorized circulation should be encouraged by development of a trail along Spring Creek. The stream and its adjacent wetlands and vegetation buffer should be retained in a natural condition.

Access to the area should be designed to conform to the standards recommended in the Circulation Section of this plan. No additional access should be permitted to accommodate only an individual use along Meridian Street or West Bakerview Road.

As a requirement for development along Meridian Street, a frontage road was constructed by the current uses running parallel to Meridian Street. The road provides direct access to Lots 1 and 2 of Wendy's Short Plat. Pedestrian walkways are provided from the sidewalk on Meridian Street to the entrances of buildings.

AREA 18 LAND USE DESIGNATION: COMMERCIAL

Area 19

This subarea of approximately 17 acres, is located generally west of Deemer Road, between East Bakerview Road and Spring Creek.

The subarea contains a church in the southwest corner of East Bakerview and Deemer Road and the Walnut Grove multifamily housing development.

This area provides a transition between the commercial areas to the west and south, and the residential single area to the east. Consideration should be given to access from Deemer Road, internal circulation, protection of the Baker Creek corridor, drainage, buffers, and site design.

AREA 19 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 20

This subarea is located east of Deemer Road between East Bakerview Road and Waterleaf Lane.

The terrain is generally flat. A tributary of Baker Creek passes through the southeastern portion of the area, and provides an important hydrological function. Deciduous and evergreen trees are prevalent within the ravine and should be preserved and incorporated into site design as development occurs.

Incorporation of performance criteria for cluster development found in the Bellingham Subdivision Ordinance and consolidation of parcels is encouraged for better site planning and increased density. Direct access from Deemer Road and East Bakerview Road should be discouraged. Access from residential streets should be limited along the abutting arterials and consolidated between parcels as necessary to manage access.

AREA 20 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW TO MEDIUM DENSITY

Area 21

Most of this area consists of a shopping center known as Cordata Place and is located between West Bakerview Road, Meridian Street, Cordata Parkway, and Short Street/Division Road. The subarea contains two tributaries to Spring Creek. One tributary runs north of and parallel to Bakerview while the other originates east of Cordata Parkway near Stuart Road and flows south and east to Meridian Street. Both of

these streams in this area have been heavily impacted by development and are now almost entirely conveyed in a pipe system. Remaining open stream sections and their vegetation buffers should be retained and enhanced.

The portion of Westerly Road within this area is private and does not have any pedestrian facilities such as sidewalks or walkways. Redevelopment in this area should incorporate pedestrian facilities into this street. Cordata Parkway, a secondary arterial, borders the west side of this site and serves commercial uses on both sides of the street. New or redesigned developments should present a pedestrian oriented front along street sides with parking to the side and rear of buildings.

Vegetation buffers including trees should be retained between service/loading areas and streets. Grade changes should incorporate landscaping and terracing whenever possible rather than tall retaining walls.

AREA 21 LAND USE DESIGNATION: COMMERCIAL

Area 22

This area is approximately 30 acres in size, and is characterized by commercial development, the area includes the Holiday Inn Express, Meridian Center, Bellingham Business Park, and other small office and commercial uses.

Access should be designed to conform to the standards in the circulation section of the plan, and in accordance with the Meridian Curb Cut Ordinance. No new access to Meridian Street should be permitted to accommodate only an individual use. Access to Kellogg should be limited to one curb cut at least 150 feet from the Meridian intersection. North and south access points should be encouraged and aligned where possible. Joint access agreements to provide a service road at the rear of lots located on Meridian is encourage and should be required as redevelop occurs. New and remodeled structures should provide a pedestrian oriented front to all street sides, with service and loading facilities to the interior of the sites and screened from public view.

Permitted light industrial uses should be buffered from adjacent commercial development and residential uses. Industrial uses should provide landscaping and pedestrian walkways along street frontages in the same manner as commercial uses. Outdoor storage and loading areas for commercial and industrial sites should be located away from street fronts and screened from public view.

AREA 22 LAND USE DESIGNATION: COMMERCIAL

Area 23

This area is characterized by residential development and includes Bakerview Terrace

Apartments, Ankar Residential Development, Bridge Creek, Heather Commons, and the assisted living facility, Highgate House.

Spring Creek, a major tributary of Baker Creek runs north/south through a fairly wide ravine the entire length of the area. Existing groves of trees extend along this ravine, and should be protected. Spring Creek in this area has a FEMA designated flood plain.

AREA 23 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 24

This area is approximately 38 acres in size, and is bounded on the north by Kellogg Road, on the south by East Bakerview Road, by the centerline of vacated Cory Street on the west, and by the eastern edge of the Landon Avenue right-of-way on the east. Area 24 provides a transition between the intense commercial development along the Meridian Street corridor and the predominantly single-family residential character of the King Mountain Neighborhood to the east.

The area has two residential developments, with the remaining portion of the subarea containing either single family residences or vacant parcels. Deemer road provides primary access to this subarea and is constructed from East Bakerview Road to East Kellogg Road.

AREA 24 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 25

This subarea has a topography that is mostly flat. Access is provided by Kellogg Road, Meridian Street and Short (Division) Street.

While limited light manufacturing uses are allowed, most of the industrial uses that existed when the property was annexed have relocated out this area

Area 25 was reduced by approximately half when abutting land to the west was rezoned to Institutional and incorporated into the Whatcom Community College Institutional Master Plan in 2017. All development should provide a pedestrian oriented front to all street sides, with service and loading facilities to the interior of the site and screened from public view.

AREA 25 LAND USE DESIGNATION: COMMERCIAL

Area 26

Area 26 is subject to those land use regulations identified in the Cordata Business Park,

Planned Unit Development (PUD), consisting of the Cordata Master Plan, Protective Covenants, and Development and Design Guidelines.

This subarea contains the Costco shopping center, Whatcom Plaza and Cordata Storage.

AREA 26 LAND USE DESIGNATION: COMMERCIAL

Area 27

The area is adjacent to Meridian Street and Kellogg Avenue and comprises approximately 36 acres. Several fast food businesses have developed adjacent to Meridian Street near Stuart Road. Hotels, a small shopping center, and the Spring Creek Apartments are adjacent to East Kellogg Road.

The construction of Tull Road along the eastern boundary of the site should occur with development. Consideration should also be given to access, spacing of curb cuts along Meridian Street and East Kellogg Road and internal circulation, drainage, and buffers to protect adjacent residential from the effects of commercial development. Sewer and water service lines are located in the Meridian and Kellogg rights-of-way.

AREA 27 LAND USE DESIGNATION: COMMERCIAL

Area 28

The terrain is generally flat to gentle rolling hills with forest cover and some wetlands associated with Spring Creek. Because of its proximity to employment centers, commercial areas, and major transportation systems, this area is appropriate for higher density residential development.

The construction of Tull Road along the eastern boundary of the site should occur with development. Consideration should be given to internal circulation and protection of Spring Creek and residential areas from the effects of adjacent industrial and commercial development. Stream and wetland buffers, setbacks, drainage, and traffic circulation impacts will be addressed at the time of development. A north/south internal access road shall be provided to serve the interior parcels.

AREA 28 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 29

This area is approximately 34 acres. Proximity to commercial and employment centers and access to major transportation corridors make this area appropriate for higher density residential development. This subarea provides a transition between the intense

commercial development along the Meridian Street corridor and the predominantly single-family residential character of the King Mountain Neighborhood.

The terrain is generally flat to gentle rolling hills with forest cover and some wetlands associated with Spring Creek that runs north/south through a fairly wide ravine in the northern portion of the subarea. Natural topographical features and amenities including but not limited to stream, open space and trail corridors should be integrated into site designs whenever possible.

Internal traffic circulation must be improved to provide access to interior parcels within this subarea that do not have street abutment.

An east/west internal access road connected to a north/south road in Area 24 shall be provided to serve the interior parcel located on the west bank of Spring Creek. A north/south internal access road shall be provided from East Kellogg Road to serve the interior parcel located on the east bank of Spring Creek. East Kellogg Road shall be improved to arterial standards consistent with the Bellingham Comprehensive Plan.

AREA 29 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 30

The terrain is generally flat to gentle rolling hills with forest cover and some wetlands associated with Spring Creek. Because of its proximity to employment centers, commercial areas, and major transportation systems, this area is appropriate for higher density residential development.

The construction of Tull Road along the eastern boundary of the site should occur with development. Consideration should be given to internal circulation and protection of Spring Creek and residential areas from the effects of adjacent industrial and commercial development. Stream and wetland buffers, setbacks, drainage, and traffic circulation impacts will be addressed at the time of development. A north/south internal access road shall be provided to serve the interior parcels.

AREA 30 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 31

Area 18 is approximately 90 acres and is relatively flat. Spring Creek extends in a north/south direction along the western portion of the area. The creek drains to the south and southeast of the site.

Access from Meridian Street and Horton Road is to be limited and coordinated with internal street and pedestrian circulation.

AREA 31 LAND USE DESIGNATION: INDUSTRIAL

Area 32

This 25-acre subarea is located east of Meridian Street, between Thomas (unimproved) and Stuart Roads.

Walmart and two small commercial establishments are located within the southern half of this subarea.

As development occurs in the northern portion, consideration should be given to ensure that extension of Tull Road occurs, to access and spacing of curb cuts along Meridian Street, Thomas Road, and Stuart Road, internal circulation, drainage, and buffers to protect Spring Creek and adjacent residential from the effects of commercial and industrial development.

AREA 32 LAND USE DESIGNATION: INDUSTRIAL

Area 33

Area 33 was annexed to Bellingham in February 2002. It is approximately 53 acres and is bounded on the north by Horton Road and on the west by Meridian Street. Walmart Shopping Center is immediately south of the area; Century Business Park is directly north of Horton Road. Several businesses are located across Meridian Street.

The area's topography is generally flat with gentle rolling hills and a mix of pasture, grass and woodland areas. Spring Creek flows adjacent to the eastern boundary of the area in the vicinity of Van Wyck Road. Currently the area is sparsely developed with 9 single family residences and one service station and convenience store.

Buffers should protect Spring Creek and adjacent residential development from industrial and commercial development. Natural topographical features and amenities including but not limited to stream, open space and trail corridors should be integrated into site designs whenever possible.

Vehicle access shall be limited to, and coordinated with, internal street and pedestrian circulation. Driveways providing access to Meridian Street should be a minimum 300 feet apart and 300 feet from intersections. Tull Road is intended to extend from the south at the Walmart Shopping Center north to Horton Road to alleviate traffic congestion on Meridian Street and provide access to interior parcels located adjacent to rural Whatcom County.

AREA 33 LAND USE DESIGNATION: INDUSTRIAL

Area 34

This area is approximately 14 acres in size and is developed with a mini-storage facility and a single family residence. The area takes access from Meridian Street and Horton Road.

Access from Meridian Street and Horton Road is to be limited and coordinated with internal street and pedestrian circulation.

AREA 34 LAND USE DESIGNATION: INDUSTRIAL

Area 35

The topography within this area is relatively flat with gentle hummock and swale features and a mix of forested and pasture vegetation. Spring Creek extends in a north/south direction along parcels adjacent to Meridian Street in the southeast portion of the subarea.

The area along Horton Road and Meridian Street is currently developed with a mix of single family dwellings, industrial uses, warehousing and businesses. Access to the area is from Meridian Street and Horton Road. Tremont Road provides access to interior parcels located adjacent to Cordata Business Park.

AREA 35 LAND USE DESIGNATION: INDUSTRIAL

Area 36

The Whatcom Community College Institutional Master Plan (WCC IMP) includes land within the Cordata and Meridian Neighborhoods. Area 36 is the Meridian Neighborhood portion of the IMP boundary and is currently vacant. The area was rezoned from Commercial to Institutional and incorporated into the WCC IMP in 2017.

The WCC IMP is a policy document that will guide future development within this subarea. See the WCC IMP for details.

AREA 36 LAND USE DESIGNATION: INSTITUTIONAL, WCC IMP
