

## **KING MOUNTAIN NEIGHBORHOOD**

### **I. NEIGHBORHOOD CHARACTER**

The King Mountain Neighborhood was annexed to Bellingham in 2009. It encompasses approximately 635 acres located between the largest industrial area of the city, located in the Mount Baker Neighborhood, and the largest commercial district in the Meridian and Guide Meridian/Cordata neighborhoods. To the north is Bellingham's Urban Growth Area (UGA). The prominent feature of the neighborhood is King Mountain. Many residents living on the mountain have panoramic views of the City, Bellingham Bay, and the San Juan Islands.

The King Mountain Neighborhood lies within the Squalicum Creek Watershed. As such, significant environmental features, including tributaries of Squalicum Creek, Baker Creek and Silver Creek, associated wetlands and wooded areas are found throughout the neighborhood. Most of the stream tributaries have carved ravines or gullies that should be protected to maintain slope stability and stream shading. Some of these stream tributaries have potential for future fish generation once downstream barriers have been removed. Adequate buffer widths from the streams and tributaries should be maintained or enhanced. New development or redevelopment within the neighborhood will require mitigation for water quality (treatment) and quantity (detention) to meet City storm water standards.

The topography of the neighborhood varies widely. North of East Bakerview Road, the terrain includes a relatively flat mountain top; steep, unstable southern slopes; more gradual southwestern slopes and gentle hummock and swale terrain at the base of the mountain. To the south of E. Bakerview Road, the terrain includes relatively flat to gentle southwest slopes; severe hummock and swale areas adjacent to the Baker Creek ravine; pastures associated with single family development; several dense wooded areas; and wetlands that are either isolated or associated with tributaries to Baker Creek. Deciduous and evergreen trees are found throughout the underdeveloped areas, including alder, maple, birch, cottonwood, willows and cedar. Along with forest shrubs, snowberry, huckleberry, elderberry, Oregon grape and salmonberry are also prolific in the neighborhood. Natural features should be protected and set aside for open space corridors and wild life habitat as urban development is proposed. Many of the natural features can be incorporated into site design for future residential, commercial, industrial and mixed use development. Open space and trails should be consistent with the North Bellingham Trail Plan of the City Parks, Recreation and Open Space Plan to ensure connectivity with existing city open space and trail systems. The trails should connect with the 6.5 acre parcel at the northeastern edge of the neighborhood designated in the comprehensive plan as a neighborhood park and an anchor for a number of trail corridors.

Four important transportation arterials bisect the King Mountain Neighborhood. They include East Bakerview Road, Telegraph Road, James Street Road and Kellogg Road. Several residential areas, each with their own unique identity and history are located in close proximity to these roads. Residential development ranges from very low-density characterized by scattered single family detached homes on large lots to high-density mobile homes on very small lots. Commercial uses at the time of annexation include mini storage, agricultural nurseries, evergreen tree farm, and medical office.

There is strong evidence that the King Mountain Neighborhood will have significant growth in the future. Located between large industrial and commercial areas, the neighborhood has had a long history of urban zoning. Whatcom County designated this area for continued urban growth and development in the county's Urban Fringe Subarea Plan. In 1997, the County incorporated the entire area within Bellingham's Urban Growth Area (UGA) and approved high density residential zoning for areas adjacent to the transportation corridors. The City's sanitary sewer and water services extend throughout much of the area; recent subdivisions have been developed. Much of the neighborhood, however, has vacant or underdeveloped land where urban development is possible and encouraged.

### **Master Planning for Growth**

Bellingham's Comprehensive Plan recognizes the potential in this neighborhood to accommodate significant infill development. The plan also identifies the area as a potential urban village site. Development of a mixed-use village, if done right, could provide the neighborhood with a focal point for pedestrian and transit oriented shopping, entertainment and recreation. It could be an asset for the neighborhood and the community.

Because of its location and interface with Bellingham's Northern Urban Growth Area, the King Mountain Neighborhood will continue to grow from increased development and redevelopment opportunities. Master planning the major transportation corridors will encourage and support growth. A master plan for the neighborhood's transportation corridors including Areas 7, 8, 9 and 10 should specify land uses and densities; street and utilities layout, lot arrangement, housing types, village square, plaza locations, streetscape amenities, types of buildings and their relationship to the street, parking structures or lots, protection of critical areas, pedestrian and bicycle facilities, and other items deemed necessary to ensure compatibility with surrounding areas.

Neighborhood commercial centers can provide convenience shopping opportunities within easy walking, biking, or transit distance of surrounding residential populations and may reduce the number of vehicle trips generated. Centrally located neighborhood commercial center sites should be identified and designated in the neighborhood.

The neighborhood plan and zoning designations should be updated as district and neighborhood urban center master plans are developed. Requirements for urban centers should provide pleasant living spaces for residents, convenient shopping and

working environments; pedestrian accessibility, well-located open spaces; attractive and well-connected street system; and a balance of retail, office, residential and public uses.

Future urban centers should be required to have an appropriate mix of commercial, services and residential uses as determined during the master planning process. Urban center design and development standards should ensure that centers are of a type, scale, orientation and design that maintains the character and livability of the adjacent, established residential areas. These urban centers should be located on or near arterial streets and transit routes to give them visibility, a central location, and to allow them to serve as the neighborhood focal point. Special overlay zoning might be examined to allow a mix of uses in the centers. Incentives to encourage neighborhood scale commercial buildings with upper floor office and/or residences should be provided in the neighborhood and pocket centers. These centers should reflect and be consistent with the design elements of Bellingham's Comprehensive Plan. All these factors increase the likelihood that the neighborhood would have significant growth in the future.

## **II. OPEN SPACE**

Key open space features in the King Mountain Neighborhood include stream corridors, floodplains, wetlands, forested backdrops, and view corridors. Not only are these areas unsuitable for development, they serve important environmental functions that are worthy of protection. Open space planning continues in neighborhoods where large tracts of undeveloped land still exist. The advantage of identifying a desired pattern of open space in the King Mountain Neighborhood is that it's more usable, it can be integrated with other land uses, and it can lead to predictability of development.

Parks, trails and open space are needed in this neighborhood to serve the existing population and future population growth. There are currently no developed parks or trails serving the current residents. The number of parks and trails needed will be directly related to the expected dwelling units and associated population projection for the neighborhood.

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THE KING MOUNTAIN AREA SHOULD IDENTIFY TRANSPORTATION AND TRAIL / OPEN SPACE CORRIDORS FOR THE PURPOSE OF PRESERVING THE NATURAL, VEGETATED HILLSIDE AS A GREEN BACKDROP TO THE CITY AS WELL AS TO PROVIDE PUBLIC ACCESS HIGHER ELEVATIONS WHERE SPECTACULAR VIEWS ARE AVAILABLE.

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Conceptually identified in the Park, Recreation and Open Space Chapter of the City's Comprehensive Plan, trails and open space corridors are further defined in the North Bellingham Trail Plan. The plan proposes trails to connect existing residential areas within the city to the mountain and new residential development. The King Mountain property offers panoramic views of the City, Bellingham Bay and the San Juan Islands. Multi-use trail and greenway corridors should be provided throughout the neighborhood

and should be a condition of future development. The trail corridors must include adequate space outside of any critical area to allow a minimum of 20' for trail construction.

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NEW DEVELOPMENT SHOULD IMPLEMENT STRATEGIES TO PRESERVE HEALTHY TREES ON HILLSIDES WHERE VIEWS ARE DESIRED.

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The City of Bellingham owns approximately 6.5 acres at the top of King Mountain. This area was acquired in 1998 with Beyond Greenway Levy funds and is located at the northeast edge of the neighborhood. This area should be developed as a passive use scenic viewpoint and be open to the public and accessed via trails. Neighborhood park sites should be identified within the neighborhood and set aside to insure they will be available as growth occurs. The total number of parks and recreation facilities needed to serve the neighborhood should be based on the existing and future population.

The City may have to address the cost of property acquisition, development and on-going maintenance of parks to serve the potential population of this neighborhood. Proposed trail facilities should tie into a citywide trail and greenway system. Neighborhood parks should provide active play areas for families that live in the area. Property owners developing in the neighborhood would pay fees including Real Estate Excise Taxes, Park Impact Fees, and Greenway levy funds that could provide funding for Parks and Recreation land and facility expansion. The fees would also contribute towards the City's general fund for ongoing operation and maintenance of associated facilities. A combination of these funding sources can provide a reasonable relation to the value of the services to be received by future residents. Existing residents of the neighborhood are currently underserved and have no developed parks or trails nearby. Requiring some parkland dedication as development occurs could alleviate this shortage.

There is a need for a centrally-located park in the neighborhood. Trails should be considered along the Baker Creek stream corridors, where possible to provide pedestrian connections and recreational opportunities. There are several areas within the neighborhood that could be set aside as open space as development occurs. It is anticipated that natural features will be protected and set aside for open space and wild life habitat as future development occurs.

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NEIGHBORHOOD PARK SITES SHOULD BE IDENTIFIED WITHIN THE NEIGHBORHOOD AND SET ASIDE TO INSURE THEY WILL BE AVAILABLE AS GROWTH OCCURS.

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AN INTEGRATED OPEN SPACE SYSTEM SHOULD BE IMPLEMENTED.

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WHEREVER FEASIBLE, SIGNIFICANT EXISTING TREES SHOULD BE PRESERVED AND INCORPORATED INTO THE SITE DESIGN AND OPEN SPACE/LANDSCAPING PATTERNS OF FUTURE DEVELOPMENT.

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OPEN AREAS, INCLUDING CONSOLIDATED OUTDOOR OR INDOOR AREA FOR PEDESTRIAN PLAZAS, PARKS OR SEATING AREAS SHOULD BE REQUIRED AS PART OF COMMERCIAL AND/OR MIXED USE DEVELOPMENT.

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DEVELOPMENT OF LINEAR PUBLIC GREENWAYS AND NETWORK OF CONNECTING TRAILS SHOULD BE ENCOURAGED WITHIN BAKER CREEK CORRIDOR.

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### **III. PUBLIC FACILITIES AND UTILITIES**

#### **Stormwater**

Stormwater facilities in the neighborhood consist of open ditches and culverts. The neighborhood lies within the Squalicum Creek Watershed. Squalicum Creek extends through the southeastern part of the neighborhood. It is a salmon bearing stream with some of the highest potential in the City for increases in fish production. There are many wetlands in this neighborhood that are a major contributor to the Bear Creek flows. Presently, both Squalicum Creek and Baker Creek are within the 303(d) list of impaired water bodies. Squalicum Creek has channel areas listed for fecal coli form, temperature, dissolved oxygen, pentachlorophenol and zinc and Baker Creek is listed for fecal coli form, pentachlorophenol and zinc.

Stormwater requirements for this neighborhood will need to account for the sensitivity of the receiving waters and should incorporate special measures to deal with thermal pollution, and sources of pentachlorophenol, zinc and bacteria. Development should meet total maximum daily loading standards (TMDL's). City infrastructure development should also be done in a manner that protects and prevents further degradation of the streams. Soils in much of the neighborhood area are not conducive for infiltration, and will most likely require larger stormwater facilities than normal.

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ON-SITE STORM WATER RETENTION FACILITIES SHOULD BE INSTALLED IN PLANNED DEVELOPMENTS TO MAINTAIN STORM WATER PEAK RUN-OFF RATES NO GREATER THAN PRE-DEVELOPMENT LEVELS.

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## **Water**

In 1967, the City constructed a 1.5-million gallon water storage reservoir on James Street Road to provide both fire flow and potable water to the neighborhood. In 1993, the City assumed responsibility for Whatcom County Water District #9, which was experiencing difficulty in serving the area. With the exception of seven parcels on Cammack Road, the entire western half of the neighborhood is generally served with City water. The City completed construction of a 3-million gallon water storage reservoir on Kearney Street at the northern boundary of the neighborhood in 2006. A new water storage reservoir is needed at the top of King Mountain in the Urban Growth Area to provide adequate fire flow to the residential development on the mountain.

The King Mountain Neighborhood is currently served by four pressure zones. The North Zone or Gravity Zone as it is called serves the area south of East Bakerview Road and west of James Street Road. Water transmission mains are installed in East Bakerview Road, James Street and Kellogg Road. The existing system should be extended to serve new development. Main extensions must be extended in Bakerview Road. The Dakin-Yew Zone serves the area east of James Street. King Mountain Road, King Avenue, Frances Avenue and Gooding Avenue are served by a small booster station with no reservoir and limited fire protection. Improvements should be installed to serve this area including a planned water reservoir to the north of the neighborhood. Property owners may need to form an LID to construct upgrades to the James Street water pump station to serve the existing lots with fire flow. A transmission main from the water treatment plant to the Kearney Reservoir will be needed to supply more water to the north end of Bellingham.

## **Sanitary Sewer**

The neighborhood is served by four sanitary sewer mains including one main, located in James Street Road from the south extending to King Mountain Avenue which serves the middle portion of the neighborhood. Mains are also in Kellogg Road which serves the northwest area of the neighborhood, in Telegraph Road which serves the southwest portion of the neighborhood, and in East Bakerview Road from the east which serves areas east of James Street. Improvements may need to be installed downstream, including upsizing of the existing sewer main in Meridian Street from Kellogg to Squalicum and upsizing of the sewer pump station on James Street at Sunset Pond. Development should extend the existing system to serve new development. This would most likely include extensions in East Bakerview Road. Property owners in the King Avenue, King Mountain Avenue, Frances Avenue and Gooding Avenue areas may need to form an LID to serve the existing lots as existing septic systems fail.

#### **IV. FIRE PROTECTION FACILITIES**

The King Mountain Neighborhood is served primarily by Bellingham Fire Station 6, located on Deemer Road just outside the neighborhood and secondarily by Station-5 located on Northwest Avenue. No additional fire department facilities would be needed to serve the King Mountain Neighborhood. However, future annexations in the same general area served by the Deemer Road Station will likely require an additional fire station to serve areas in north Bellingham.

Prior to annexation of the King Mountain Neighborhood, the City Fire Department and Whatcom County Fire District #4 –which had previously served this neighborhood, signed an agreement to mitigate the impact of the annexation on the fire district. As build-out occurs, the city anticipates the need for additional firefighters. These firefighters would staff the Deemer Road Station to create a four person engine crew to ensure the ability to safe, aggressive fire attack in densely developed areas.

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FIRE HYDRANTS WILL BE NEEDED IN AREAS WHERE THEY ARE CURRENTLY LACKING INCLUDING THE RESIDENTIAL AREA LOCATED NORTH OF EAST BAKERVIEW ROAD AND IDENTIFIED AS THE KING MOUNTAIN RESIDENTIAL AREA.

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## MAP, KING MOUNTAIN ARTERIAL ROUTES

## **V. TRANSPORTATION AND CIRCULATION**

### **Existing Arterial Street Conditions and Future Improvements**

The King Mountain Neighborhood is well served by transportation arterials, including East Bakerview Road, Telegraph Road, James Street Road, Kellogg Road, and nearby Deemer Road. Transportation improvements, consistent with the arterial transportation network map adopted in the Transportation Element of the Bellingham Comprehensive Plan (below), will be required as development occurs in the neighborhood. Private development will be subject to Transportation Concurrency evaluation, Transportation Impact Fees (TIP), and street frontage improvements required by City development regulations and SEPA determinations.

East Bakerview Road, classified as a principal arterial, provides an east-west link between Interstate-5, Cordata Parkway, Meridian Street, James Street, and Hannegan Road. Beyond Hannegan, an indirect link can be made to the Mt. Baker Highway through the Dewey Valley area. E. Bakerview Road between the Deemer and E. Bakerview Road intersection and the edge of the King Mountain Neighborhood is currently constructed to rural standard (travel lanes, gravel shoulders, ditches). Whatcom County constructed a traffic signal at the E. Bakerview/James Street Road intersection in 2000. As development occurs, E. Bakerview Road should be improved to a full Principal Arterial standard (Setback sidewalks and planter strips where possible, curb, gutter, bicycle lanes, bus pull-outs, and 5-vehicle lane cross-section or 4-vehicle lanes with center median and turn lanes at major intersections similar to West Bakerview Road).

James Street Road -classified as a secondary arterial- provides a north-south link between Interstate-5 and Sunset Drive to Telegraph Road, E. Bakerview Road, and Kellogg Road. The northern portion of James Street Road from Gooding Avenue to East Bakerview Road is constructed to rural standard (travel lanes, gravel shoulders, ditches) with frontage and turn lane improvements constructed to urban standards in 2002 at the intersection of King Mountain and Kellogg Road as a result of the Spring Creek residential development. The middle portion of James Street Road between East Bakerview Road and Telegraph Road is currently constructed to rural standard with the exception of the northwest corner of James Street/Telegraph, which was constructed to urban standards (5-foot sidewalks, curb, gutter, 5-foot bicycle lanes, and 11 to 12-foot travel lanes) in 2001. The southern portion of James Street Road between Telegraph Road and McLeod Road is currently constructed to rural standard (travel lanes, gravel shoulders, ditches).

James Street Road should be improved to full Secondary Arterial standards (setback sidewalks and planter strips where possible, curb, gutter, bicycle lanes, and 2-vehicle lanes with turn lanes at major intersections) between McLeod Road and Kellogg Road. Future development to the north of King Mountain should extend and construct James Street Road to full secondary arterial standard. James Street Road from McLeod Road south to Woodstock Way is programmed for major reconstruction, bridge replacement and urban multimodal transportation improvements.

Telegraph Road is classified as a secondary arterial and provides an east-west link between Meridian Street, Deemer Road, and James Street Road. The western portion of Telegraph Road between the City limits and James Street Road is currently constructed to rural standard with the exception of the intersection at James Street Road, which Whatcom County improved to urban standards with a turn lane and sidewalks in 2001. The eastern portion of Telegraph Road currently provides access to senior residential development on Gentlebrook Lane. The south side of Telegraph Road is built to urban standard, but the north side is built to rural standard (travel lane, gravel shoulder). Telegraph Road should be improved to full Collector Arterial standard, (setback sidewalks and planter strips where possible, curb, gutter, bicycle lanes, and 2-vehicle lanes with turn lanes at major intersections).

Kellogg Road is classified as a collector arterial and provides an important east-west link between Cordata Parkway, Meridian Street, Deemer Road, and James Street Road. The east and west ends of Kellogg Road are currently built to urban standards as a result of private development, but the middle portion of Kellogg Road between the King Mountain Church entrance and Spring Creek Estates subdivision is currently built to a minimum urban standard (10-foot travel lanes, gravel shoulders) without improvements. Property owners should improve the middle portion of Kellogg Road between King Mountain Church and Spring Creek Estates to full urban collector arterial standards as development occurs.

Montgomery Road provides east-west access to the northern half of the neighborhood. This road should be improved to a minimum standard residential street or greater prior to development of property using Montgomery for access. A potential link between Montgomery Road and Irongate Road should be studied to improve transportation circulation and connectivity.

Cammack Road is a narrow asphalted gravel road that curves to the northeast from East Bakerview Road and serves single family homes. This road is private. When development occurs and taking access from Cammack, dedication and improvement to minimum standard or greater should be required. Prince Avenue to the west should be dedicated and constructed as a residential street between the existing right of way and Cammack Road.

Cougar Road provides a north-south access to the south central portion of the neighborhood. A potential link between Cougar and Montgomery Road should also be studied to improve transportation circulation and connectivity.

A new east-west collector arterial connection should be considered to provide a through connection between Irongate Road, Kramer Lane, Cougar Road, James Street Road, Cammack Road, Landon Avenue, and Deemer Road to the west. This would enhance transportation circulation and connectivity in the northern half of the neighborhood. New north-south connections should also be considered between East Bakerview Road and Telegraph Road as development occurs.

## **Access Management**

The City of Bellingham Public Works Department should develop an access control ordinance for the King Mountain Neighborhood to limit driveway and street access points along East Bakerview Road, Telegraph Road, James Street Road and Kellogg Road. Public and private streets required by new development should connect to existing public streets wherever possible. All street improvements in this neighborhood should be coordinated with future plans for Whatcom Transportation Authority (WTA). Public transit service and transit bus pull-outs should be provided where possible and recommended by Whatcom Transportation Authority staff. Bicycle and Pedestrian facilities should be provided on all arterial streets where right-of-way and environmental factors allow.

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NO LOCAL ACCESS TO BAKERVIEW ROAD AND JAMES STREET ROAD SHOULD BE ALLOWED WITHIN 300 FEET (PREFERABLY 600 FEET) OF MAJOR INTERSECTIONS. ACCESS POINTS SHOULD BE AT LEAST 300 FEET AND IDEALLY, 600 FEET APART. INTERNAL CIRCULATION BETWEEN COMMERCIAL AND MIXED USE SITES SHOULD BE ENCOURAGED THROUGH THE USE OF INTERNAL DRIVEWAYS AND TRAFFIC DESIGN.

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IN ADDITION TO ARTERIAL STREETS, LOCAL PEDESTRIAN AND VEHICULAR ACCESS SHOULD BE REQUIRED BETWEEN ADJACENT DEVELOPMENTS.

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## **Public Transportation**

Whatcom Transportation Authority (WTA) provides limited public transit bus service in the King Mountain Neighborhood. Some transit routes connect residents to Bellis Fair Mall to the west and at the Sunset Square Shopping Center to the south. WTA indicates that additional public transit service is likely to be provided as infill development occurs and the ridership population increases in the neighborhood.

## **Bicycle Facilities**

The King Mountain Neighborhood has the potential for providing bike friendly surroundings and convenient bike travel corridors that are used for both recreation and commuting. The key to realizing this potential is considering how bikes would affect and be affected by future plans and developments. Bike corridors in this neighborhood should be consistent with those in other neighborhoods to provide a citywide system. By making the neighborhood more accessible and secure for bicycle travel, residents of the neighborhood and the city benefit.

There are several informal bicycle links in the neighborhood that form the basis of a bicycle route network. These should be upgraded and maintained. Future in-fill development and street upgrades may require striping of bike lanes and on-street parking restrictions to maintain safe bike routes. Parking for bicycles should be provided in any commercial or mixed use development in accordance with the City's parking requirements. Publicly accessible alternative bicycle and pedestrian facilities, such as off-street multi-purpose trails (where the Critical Areas Ordinance allows), should be connected to the pedestrian and bicycle facilities along arterial streets.

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BIKE CORRIDORS SHOULD BE SIGNED OR OTHERWISE MARKED TO SHOW A DESTINATION OF THE CORRIDOR.

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BICYCLE LANES SHOULD BE INCLUDED ON ARTERIAL STREETS WHENEVER FEASIBLE.

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## MAP, KING MOUNTAIN, LAND USE

## VI NEIGHBORHOOD SUBAREA DESCRIPTIONS

### AREA 1

Area 1 is approximately 75 acres and was annexed to Bellingham and made part of the new King Mountain Neighborhood in 2009. The topography is fairly flat with gradual southwestern slopes. Gentle hummock and swale terrain is found with some forested wetlands towards the southeast and northeast portion of the planning area. The 15-acre King Mountain Church campus is generally located in the center of the area. About 45 acres also owned by the church currently remain heavily forested. Kellogg Road provides access to the church from the west and extends through the church property to provide a connection between the Spring Creek subdivision and James Street Road to the east.

Two vacant and forested 2.5 acre parcels are located between the King Mountain Church property and Area 24A of the City's Guide Meridian/Cordata Neighborhood. The south parcel abuts Kellogg Road. The north parcel is land locked and will require access when development is proposed. Prior to city annexation in 2009, Whatcom County approved a zone change for this area to increase the density from 6 to 10 dwelling units/acre to 18 dwelling units/acre. This density is consistent with adjacent areas in the Guide Meridian/Cordata Neighborhood and the Meridian Neighborhood to the west.

Multifamily zoning allows a wide range of housing types, including single family detached and attached, duplex, and multifamily units. High density development would support public transit bus service to the area. Duplex and multifamily buildings would provide more affordable home ownership in the neighborhood. Multifamily zoning and density would allow the land with the fewest constraints to be used efficiently while allowing important wetlands, fish streams and wildlife habitat to be protected. The density reflects could help the city to achieve its infill development goals while focusing on owner-occupied housing and minimizing impacts to the natural environment.

Kellogg Road is an important east-west link between Cordata Parkway, Meridian Street, Deemer Road, and James Street Road. The east and west ends of Kellogg Road are currently built to urban standards as a result of private development, but the middle portion of Kellogg Road between the King Mountain Church entrance and Spring Creek Estates subdivision is currently built to a minimum urban standard without improvements. As such, this middle portion of Kellogg Road should be improved to full urban collector arterial standards as development occurs. Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems. A public park of approximately 2-5 acres of upland should be considered to serve neighborhood needs for park spaces.

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**AREA 1 LAND USE DESIGNATION:                      MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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## **AREA 2**

Area 2 comprises approximately 60 acres and became part of the new King Mountain Neighborhood when it was annexed to Bellingham in 2009. The terrain is fairly flat with gentle rolling slopes. Area 2 is generally a single family zone with a limited mix of duplex and multi-family units. These housing types should be approved using planned residential Chapter BMC 20.38 and should not exceed 25% of the total approved units in a subdivision. The Spring Creek Estates development comprises approximately 17 acres in the central portion of Area 2. This residential development includes 84 single family housing units and a 16-unit multifamily complex.

As development occurs in Area 2, access to James Street Road should be limited. Improvements should include full secondary arterial standards and should provide local pedestrian and vehicular access between adjacent developments. Cammack provides access to Area 2 from E. Bakerview Road. Properties taking access from Cammack should dedicate right-of-way and improve Cammack Road to minimum standard or greater prior to development. In addition to Kellogg Road, another east-west residential access road should also be developed in Area 2 linking future development in Area 8 with new development in Area 2 and James Street Road to the east. Public trails should be provided as indicated in the North Bellingham Trail plan. These trails would connect existing trail systems with new residential development. A public park of approximately 2-5 acres of upland should be considered to serve neighborhood needs for park spaces.

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

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## **AREA 3**

Area 3 comprises approximately 1.5 acres and became part of the new King Mountain Neighborhood when it was annexed to the new City in 2009. Area 3, located off Kearney Street near the top of King Mountain, is owned by the City of Bellingham. A new 3-million gallon storage reservoir is on this site to help provide both fire flow and potable water to the larger area.

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**AREA 3 LAND USE DESIGNATION:                      PUBLIC**

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## **AREA 4**

Area 4 comprises approximately 2 acres and became part of the King Mountain Neighborhood when it was annexed to the City in 2009. It is located at the top of King Mountain. Scenic views from this property include Bellingham Bay, the San Juan Islands, the City of Bellingham, the Chuckanut Mountains, Galbraith Mountain,

Squalicum Mountain, and the foothills of Whatcom County. The City anticipates retaining this area and developing it as a future passive scenic viewpoint.

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**AREA 4 LAND USE DESIGNATION: PUBLIC**

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## **AREA 5**

Area 5 is approximately 86 acres located east of James Street Road between Montgomery Road to the south and the top of King Mountain to the north. This area became part of the new King Mountain Neighborhood when it was annexed to Bellingham in 2009. The topography of this area varies widely. The terrain includes a relatively flat mountain top; steep, unstable southern slopes, gradual southwestern slopes with gentle hummock and swale terrain at the base.

The northernmost portion of the area was platted in 1938 and has seen scattered development primarily east of James Street Road. One 4-acre parcel short plat occurred in 1994 and was developed with four single family detached homes. The top of King Mountain is occupied by radio and television communication towers and is traversed by two gravel roadways. Another gravel road provides access to about 20 parcels at the top of the mountain, but most of these parcels have not yet been cleared for development. The south-facing slope of the mountain was platted in 1955 and is occupied by single family detached residences on approximately 75 lots ranging in size from 8,400 square feet to about 2 and  $\frac{3}{4}$ -acre. The southeast slope is steep and relatively undeveloped. On-site septic systems provide sewage disposal for the residences. Extension of city sewer mains may be needed in the future if septic systems fail.

In 1993, Bellingham assumed responsibility for Whatcom County Water District #9, which served this area. Since the old District #9 system did not provide adequate residential fire flow for residents in the area, the water system should be upgraded. An upgrade to the James Street Road water pump station is also needed to serve existing and future water fire flow requirements. In addition, a new water storage reservoir will be needed at the top of King Mountain to provide the minimum fire flow necessary to serve this residential area. Prior to annexation, Fire District #4 –which served this area prior to annexation- agreed to serve the area after annexation with water tender apparatus for three years from the annexation date and/or until fire hydrants are in place in the area. Future development should include developer provided fire flow and fire hydrants to be located as per the International Fire Code and the Bellingham Fire Department Development Standards.

Because of the environmental features of steep slopes, stream tributaries and wetlands in the area, new residential development should allow cluster development. For lots not created by cluster subdivision a 6,000 sq. ft. minimum detached lot size and a maximum density of 7,200 sq. ft. per unit should be allowed. Cluster development in this area

would protect valuable environmental features. Public trails should be provided as indicated in the North Bellingham Trail Plan to connect existing development and trail systems with new residential development and trails and to a future park site in the area. A neighborhood park of 2 – 5 acres of upland would be appropriate to serve this residential area.

Gooding Avenue, Francis Way, King Avenue and King Mountain Road branch off of James Street Road and provide access to most of this area's residential development. These roads are minimum standard with narrow, asphalt gravel surfaces, and steep grades. Curbs, gutters and sidewalks currently do not exist on any of these roads. Access control should be required on James Street Road and improvements should include full secondary arterial standards. Montgomery Road provides access to both Area 5 and Area 6. This road should be improved to a minimum standard residential street or greater prior to development of property using Montgomery Road for access. Cougar Road provides a north-south access to the central portion of Area 5. A potential link between Cougar and Montgomery Road should be studied to ensure improved transportation circulation and connectivity. A new east-west collector arterial connection should also be considered to provide a through connection between Irongate Road, Kramer Lane, Cougar Road, James Street Road, Cammack Road, Landon Avenue, and Deemer Road to the west. This connection would enhance transportation circulation and connectivity in the northern half of the neighborhood. New north-south connections should also be considered as development occurs.

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**AREA 5 LAND USE DESIGNATION:                      SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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## **AREA 6**

Area 6 comprises approximately 87 acres and became part of the new King Mountain Neighborhood when it was annexed to Bellingham in 2009. The area lies generally between Montgomery Road on the north and East Bakerview Road on the south. James Street Road forms a portion of the west boundary along with private property. Irongate Road and private property forms the area's boundary to the east.

Topography in the area is generally flat with gentle rolling hills. Several tributaries of Baker Creek including Telegraph Creek extend through the area in a northeast/southwest alignment. Significant wetland systems associated with these creeks have been identified immediately south of Montgomery Road and occupy a large portion of the area. Gentle hummock and swale terrain lies next to the creek tributaries. As development occurs in Area 6, critical areas including streams and wetlands should be protected and incorporated into site design.

Residential development is primarily concentrated in two subdivisions located in the southeast corner of the area. Kramer Lane and Stonecrest subdivisions take access

from E. Bakerview Road and Irongate Road. Scattered single family development on large lots is located along Cougar Road, Montgomery Road and James Street Road. An agricultural nursery is located at the terminus of Montgomery Road. Cougar Road provides a north-south access from E. Bakerview Road to the central portion of the neighborhood. A study should determine if Cougar Road can provide linkage between E. Bakerview and Montgomery Road. Linkage of these two roads would improve transportation circulation and connectivity for the area. A new east-west collector arterial connection should also be considered in Area 6 as it would provide a through connection between Irongate Road, Kramer Lane, Cougar Road, James Street Road, Cammack Road, Landon Avenue, and Deemer Road to the west. This linkage would enhance transportation circulation and connectivity in the northern half of the neighborhood.

Area 6 is generally a single family area, but it has the potential for a mix of multifamily development. Duplex and multifamily units should be allowed using the planned residential Chapter BMC 20.38, but should not exceed 25% of the total approved units in a subdivision. No more than 4 single family attached dwelling units should be allowed.

Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing residential development and city trail systems with new residential development. A neighborhood park would be appropriate to serve the area. Roads serving Area 6 include Montgomery Road at the north edge of the area, Cougar Road, Kramer Lane, Irongate and East Bakerview Road. Montgomery Road provides east-west access to the southern half of the neighborhood. This road should be improved to a minimum standard residential street or greater prior to development of property using Montgomery for access. A potential link between Montgomery Road and Irongate Road should be studied to improve transportation circulation and connectivity. Cougar Road provides north-south access to the area from East Bakerview Road and should be improved to residential standard. A feasibility study should be conducted to determine if Cougar Road could be extended west to connect with James Street Road and east to Kramer Lane. A connection to Montgomery Road to the north should also be studied. If feasible, the connection would provide more efficient traffic circulation in the area.

James Street Road should be improved to full secondary arterial standard as development occurs and East Bakerview Road improvements should include full principal arterial standards. Access points on arterials should be limited. In addition to arterial streets, development should require local pedestrian and vehicular access between adjacent developments. Shared access should be encouraged.

Kramer Lane provides access to a 43-single family detached subdivision constructed in 1999. When the subdivision was created, road connections were provided to serve properties to the east and west as development occurred. A new east-west road section connects Kramer Lane and Irongate Road. A new road section should be required as development occurs west of Kramer Lane.

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**AREA 6 LAND USE DESIGNATION:                    SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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**AREA 7**

Area 7 comprises approximately 51 acres and became part of the new King Mountain Neighborhood when it was annexed to Bellingham in 2009. The area is bounded on the south by East Bakerview Road. James Street Road bisects the area, generally creating two equal planning areas. Cammack Road forms the west boundary and Cougar Road forms the east boundary; the northern boundary is defined by private property. Area 7 is generally underdeveloped. Several single family residences are located along the northern boundary of the area. A church campus is located adjacent to Cougar Road at the eastern edge of the area. Telegraph Creek flows through the area in a northeast/southwest alignment. Wetlands associated with the creek are located primarily in the northeast portion of the area and to the west of James Street. The terrain is relatively flat with gentle southwestern slopes and hummock and swale terrain along the creeks and wetland areas. Pastures and wooded areas generally predominate adjacent to E. Bakerview Road west of James Street; while dense forested areas predominate east of James Street.

East Bakerview Road is classified as a principal arterial and provides an east/west connection linking Interstate-5 with Cordata Parkway, Meridian Street, James Street, and Hannegan Road east of the neighborhood. Currently East Bakerview Road does not have stable shoulders, bicycle lanes, curbs, gutters, or sidewalks. As development occurs in this area, future capital improvements will require widening the road to four or five lanes between Deemer Road and Hannegan Road. James Street should also be improved to full secondary arterial standards consistent with limited access; internal access should be required between parcels. In addition to arterial streets, new development should provide local pedestrian and vehicular access between adjacent developments. Shared access should be encouraged.

This area was annexed to the city and given an initial zoning designation comparable to the county's Urban Residential Mix designation. This area is essentially a single family zone that allows a mix of duplex and multifamily development. Cluster development should be encouraged in an effort to protect stream corridors and wetlands. For increased density, development should meet requirements in BMC 18.32 or adopted City TDR program. For lots not created by cluster subdivision, a minimum detached lot size and a maximum density should be allowed. Area 7, however, is centrally located within the neighborhood and adjacent to two major transportation corridors. A more intensive urban zoning classification would be appropriate which would allow a mix of commercial uses and housing types. A new city zoning designation should be considered prior to development proposals for single family development. A master plan for an urban village should be encouraged and prepared by the property owners in

Areas 7-10. An urban village in close proximity to the Bakerview / James Street Road Intersection could provide a focal point for the new neighborhood.

A master plan for this area and adjacent areas south of E. Bakerview Road including Areas 8, 9 and 10 should develop a pedestrian-oriented village consistent with the city's comprehensive plan and should specify land uses and densities, street and utilities layout; lot arrangement; housing types; village square or plaza location(s); streetscape amenities; relationship of the buildings to the street; parking structures or lots' protection of critical areas; pedestrian and bicycle facilities and other items deemed necessary to ensure compatibility with surrounding areas. A variety of development features might include: ground floor office/retail; upper floor residential at densities that would support transit; increased building height limits to create a neighborhood focal point; underground parking where feasible; pedestrian plazas and other gathering places; and regional pedestrian connections. Development of a mixed-use village, if done right, could provide the neighborhood with a focal point for pedestrian and transit oriented shopping, entertainment and recreation. It could be an asset for the neighborhood and the community. Neighborhood commercial centers can provide convenience shopping opportunities within easy walking, biking, or transit distance of surrounding residential populations and may reduce the number of vehicle trips generated. Centrally located neighborhood commercial center sites should be identified and designation in the neighborhood. A plan amendment/rezone or subarea planning process should be considered to allow for mixed use and a variety of housing types. Coordination with property owners in Areas 8, 9 and 10 should be encouraged.

As Area 7 developments, sensitive environmental areas should be protected. Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems, existing and new residential, commercial and/or industrial development. A neighborhood park of approximately 2–5 acres of upland would be appropriate to serve the area.

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**AREA 7 LAND USE DESIGNATION:                      SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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## **AREA 8**

Area 8 comprises approximately 43 acres and became part of a new King Mountain Neighborhood when it was annexed to the City in 2009. Landon Avenue forms the boundary to the West; East Bakerview Road is to the south; Cammack Road is the east and Area 1 of the neighborhood is to the north. The terrain is gently rolling hills with slopes dipping south and southeast. Generally underdeveloped, Area 8 has large parcels, fields, meadows, single family home sites with associated residential uses. The northeast portion of this area was platted between 1850 and 1899, but the remainder of the area has never been platted and is characterized by a mix of large and small parcels with single family detached houses of varying age, style, and construction quality.

Several small gravel driveways provide access to the area from East Bakerview Road. Cammack Road provides access to the eastern half of the area. This narrow asphalted gravel road curves to the northeast from East Bakerview Road and serves single family homes. When development occurs, taking access from Cammack, dedication and improvement of this road to minimum standard or greater should be required. Prince Avenue to the west should be dedicated and constructed as a residential street between the existing right-of-way and Cammack Road. East Bakerview Road is a principal arterial and should be upgraded to full principal arterial standards. Future capital improvements to East Bakerview Road would generally require widening to four or five lanes between Deemer Road and Hannegan Road with bicycle lanes, curbs, gutters, and sidewalks, comparable to West Bakerview Road.

This area was annexed to the city and given an initial zoning designation comparable to the county's Urban Residential Medium designation, allowing 10-24 dwelling units to the acre. This zoning is consistent with the multifamily designation immediately west in the Meridian Neighborhood.

Area 8 is anticipated to experience major changes as it transitions from a more rural to urban environment. Located adjacent to the Meridian Neighborhood with its intensive commercial and high density development, Area 8 is appropriate for similar mixed use development. Master planning Area 8 along with Areas 7, 9, and 10 is encouraged consistent with the City's comprehensive plan for urban village development. A pedestrian-oriented urban village is appropriate in any one of these four areas in the King Mountain Neighborhood. A master plan should generally show a variety of development features such as: ground floor office/retail; upper floor residential at densities that support transit; increased building height limits to create a neighborhood focal point; underground parking where feasible; pedestrian plazas and other gathering places; and regional pedestrian connections. A more intensive urban zoning classification would be appropriate which would allow a mix of uses and housing types. A new zoning designation should be considered for this area.

If done right, an urban village could provide the neighborhood with a focal point for pedestrian and transit oriented shopping, entertainment and recreation. It could be an asset for the neighborhood and the community. As Area 8 developments, sensitive environmental areas should be protected. Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems, existing and new residential, commercial and/or industrial development. A neighborhood park of approximately 2–5 acres of upland should be provided in this area to serve the growing population. A neighborhood plan amendment/rezone or subarea planning should be encouraged to implement an urban village master plan.

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**AREA 8 LAND USE DESIGNATION:**

**MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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## AREA 9

Area 9 comprises approximately 87 acres and became part of the new King Mountain Neighborhood when it was annexed to Bellingham in 2009. The area abuts Meridian Neighborhood on the west. East Bakerview Road forms the north boundary. The east and south boundaries lie west of James Street and extend south of Telegraph Road. The terrain includes flat to gentle southwest slopes, hummock and swale features, Baker Creek ravine, pastures associated with residential development, and some dense wooded areas and wetlands either isolated or associated with tributaries to Baker Creek. Most of these tributaries have carved ravines or gullies that should be protected to maintain slope stability and stream shading. Some of these tributaries have potential for future fish generation once downstream barriers have been removed. Adequate buffer widths from the streams and tributaries should be maintained or enhanced as development or redevelopment of this area occurs. These sensitive areas should be protected and incorporated into site design as development occurs.

East Bakerview Road provides access to the northern portion of Area 9. This road is classified as a Principal Arterial and provides an east/west link between Interstate-5 with Northwest Drive, Cordata Parkway, Meridian Street, James Street and Hannegan Road. Bakerview Road does not currently have stable shoulders, bicycle lanes, curbs, gutters, or sidewalks in Area 9. Future capital improvements will require widening of this arterial to four or five lanes between Deemer Road and Hannegan Road. Access should be limited as urban development occurs. Road improvements will be needed to full principal arterial standards. Internal access should be required between parcels.

Telegraph Road extends through Area 9 providing access to properties in the southern portion of the area. Classified as a Secondary Arterial, Telegraph Road provides an east-west link between Meridian Street, Deemer Road, and James Street Road. It does not currently have stable shoulders, curbs, gutters, bicycle lanes, or sidewalks. Future improvements to Telegraph Road should be required as development occurs. Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems and development with new residential and mixed-use developments. A neighborhood park of approximately 2–5 acres of upland should be provided in this area to serve the growing population.

Area 9 is anticipated to experience major growth and changes as it transitions from a more rural to urban environment. This area is appropriate for high density residential and mixed-use development. Master planning Area 8 along with Areas 7, 9, and 10 is encouraged consistent with the City's comprehensive plan for urban village development. A pedestrian-oriented urban village is appropriate in any one of the four high density areas of the King Mountain Neighborhood. A master plan should generally show a variety of development features such as: ground floor office/retail; upper floor residential at densities that support transit; increased building height limits to create a neighborhood focal point; underground parking where feasible; pedestrian plazas and other gathering places; and regional pedestrian connections.

A more intensive urban zoning classification would be appropriate for this area. It should allow a variety of mixed uses and housing types and development features, such as: ground floor office/retail; upper floor residential at densities that support transit; increased building height limits to create a neighborhood focal point; underground parking where feasible; pedestrian plazas and other gathering places; and regional pedestrian connections.

If done right, an urban village could provide the neighborhood with a focal point for pedestrian and transit oriented shopping, entertainment and recreation. It could be an asset for the neighborhood and the community. As Area 9 developments, sensitive environmental areas should be protected. Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems, existing and new residential, commercial and/or industrial development. A neighborhood park of approximately 2–5 acres of upland should be provided in this area to serve the growing population. A neighborhood plan amendment/rezone or subarea planning should be encouraged to implement an urban village master plan.

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**AREA 9 LAND USE DESIGNATION:                      MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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## **AREA 10**

Area 10 comprises approximately 84 acres and was made part of a new King Mountain Neighborhood when it was annexed to Bellingham in 2009. East Bakerview Road is the northern boundary. Telegraph Road and property boundaries form the south edge of the Area. James Street Road divides Area 10 generally into two equal sections. The Bakerview / Hannegan industrial area shares the boundary to the east. Area 9 is to the west.

In 1997 when the Bellingham Urban Growth Area was established, Whatcom County zoned Area 10 Urban Residential Mix allowing a mix of single family and multi family development. In February 2008, the county rezoned this to allow for 10 dwelling units an acre, with the possibility of achieving 24 with the purchase of transfer of development rights. At the time of annexation, single family development on large lots generally predominates. Other uses include a fire station, medical clinic, 26-unit single family subdivision on small lots, church, and a number of vacant parcels comprise the area. Telegraph and Baker creeks traverse the area with associated wetlands.

Three major transportation corridors are adjacent to and traverse Area 10. East Bakerview Road is the area's northern edge. It is classified as a Principal Arterial and provides an east/west link between Interstate-5, Northwest Drive, Cordata Parkway, Meridian Street to the west, and James Street, and Hannegan Road to the east. East Bakerview Road in this area does not currently have stable shoulders, bicycle lanes, curbs, gutters, or sidewalks. Future capital improvements should require widening the road to four or five lanes between Deemer and Hannegan roads. Access should be

limited and shared access should be encouraged. East Bakerview Road improvements will be needed to meet full principal arterial standards with turn lanes at major intersections. James Street Road traverses Area 10 creating generally two planning areas. This road should be improved to full secondary arterial standards as development occurs. Internal access should be required between parcels. Telegraph Road is at the southern edge of Area 10 and provides a connection between Meridian and James Street. It too should be improved to full secondary arterial standards as development occurs. A connection between Bakerview and Telegraph should be considered.

This area is anticipated to experience major changes as it transitions to a more urban environment. Because of its central location within the neighborhood, Area 10 is appropriate for high density residential and mixed use development. An urban village should be encouraged. Neighborhood commercial centers can provide convenience shopping opportunities within easy walking, biking, or transit distance of surrounding residential populations and may reduce the number of vehicle trips generated. These centers should have a variety of development features such as ground floor office/retail, upper floor residential at densities that support transit, increased building height limits to create a neighborhood focal point, underground parking where feasible, pedestrian plazas and other gathering places, including regional pedestrian connections. Centrally located neighborhood commercial sites should be identified and designated in the neighborhood. A neighborhood plan amendment/rezone and/or a subarea planning process should be coordinated with areas 7, 8, and 9 to implement an urban village in the neighborhood.

As Area 10 develops, sensitive environmental areas adjacent to significant creek corridors should be protected. Neighborhood Public trails should be provided as indicated in the North Bellingham Trail Plan with connections to existing city trail systems, existing and new residential, commercial and/or industrial development. A neighborhood park of approximately 2–5 acres of upland should be provided in this area to serve the growing population.

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**AREA 10 LAND USE DESIGNATION:                      MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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## **AREA 11**

Area 11 comprises approximately 71 acres and became part of the King Mountain Neighborhood when it was annexed to Bellingham in 2009. The area is located generally between East McLeod Road on the south and property boundaries to the north adjacent to Area 10. Primrose Lane forms the west boundary. The area shares a common boundary with industrially zoned areas of the Mount Baker Neighborhood. The area adjacent to McLeod Road comprises approximately 15 parcels and has single family development currently with on-site septic systems. Conversion from septic systems to city sewer mains should occur in the future to protect the Baker Creek

tributary that flows along the northern boundary of the area. McLeod Road is a minimum standard asphalted gravel street that provides local access to adjacent residences. This road does not have curbs, gutters, or sidewalks. Although physically connected to Telegraph Road, concrete barriers have been erected at the western end of McLeod to prevent through vehicle access from Meridian to James Street Road.

In February 2008, Whatcom County zoned Area 11 to Urban Residential (UR6). This zoning designation reflects the actual density of the single family residential area. It is consistent with residential development across McLeod Road.

The James Street Estates mobile Home Park and Northern Meadows Estates are located east of McLeod Road and James Street Road. These residential developments provide affordable housing for older citizens. Their eastern boundary abuts industrial development in the Mount Baker Neighborhood. Special consideration in this area should include street and pedestrian improvements, access, internal circulation, drainage, and the preservation of streams, wooded areas, open space and trail corridors as development occurs.

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**AREA 11 LAND USE DESIGNATION:                      SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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## **AREA 12**

This area was annexed into the City in 2009 and is approximately 38 acres in size. The eastern portion of Queen Mountain rises from the center of the area, which contains slopes that range between 15% to 40% with some area exceeding 40% to 100%. The southwestern portion of the area contains gradual slopes with some relatively flat areas.

The area lies within the Silver Creek watershed and within Bear Creek sub-basin. In 2003 a wetland reconnaissance was performed on areas north and adjacent to East Bakerview Road, which revealed wetland in the northeastern and southeastern portions of this area.

This area contains “special regulations” outlined in the Bellingham Municipal Code Table of Zoning Regulations, which allows 25% of the total allowed dwelling units per site area to be a mix of multi-family units through the planned residential development process.

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**AREA 12 LAND USE DESIGNATION:                      SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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## **AREA 13**

Area 13 is located at the northern edge of the King Mountain Neighborhood. It includes about 233 acres and was annexed to the City of Bellingham in September 2009. The most prominent feature is King Mountain. Panoramic views of the City, Bellingham Bay, San Juan Islands and the Canadian mountains can be seen from different areas on the mountain.

Located within the Squalicum Creek Watershed, Area 13 has a variety of environmental features that should be protected as development occurs. Spring Creek, for example, traverses the area in generally a north/south alignment along the western boundary of the area. This creek has areas of carved ravines and gullies with several dense wooded areas and wetlands that are either isolated or associated with Spring Creek. This corridor should be protected as development occurs to maintain slope stability and stream shading. Deciduous and evergreen trees are found throughout the area, including alder, maple, birch, cottonwood, willows and cedar. Along with forest shrubs, snowberry, huckleberry, elderberry, Oregon grape and salmonberry are also prolific in the area. Many of these natural features should be protected and/or incorporated into site design for future residential. Commercial and mixed-use development. Open space and trail corridors should be provided as development occurs consistent with the North Bellingham Trail Plan and the Parks, Recreation and Open Space Plan to ensure connectivity with existing city open space and trail systems and between developments.

In exchange for annexation to Bellingham, the property owners in Area 13 signed a covenant with the City, whereby, they would purchase and/or transfer one development right per every five acres annexed. These development rights could be transferred from City or County TDR sending zones or could be purchased from the City for land in the Lake Whatcom Watershed. The intent of the covenant is to protect valuable natural resources from development within the Lake Whatcom Watershed.

### **Master Planning for Growth**

Bellingham's Comprehensive Plan recognizes that an urban village in Area 13 could be an asset for the neighborhood and the community. The urban village should be located on or near arterial streets and transit routes to give it visibility and to serve as the neighborhood focal point.

A well designed village should include a mix of land uses, including pleasant living spaces in a variety of housing types; convenient shopping and working environments; pedestrian accessibility, places to meet and recreate; an attractive and well-connected street system; and a balance of retail, office, residential and public uses.

A master plan is required for the urban village. This plan should identify an appropriate mix of land uses and densities, street and utilities layout, lot arrangement, housing types, potential village square and plaza locations, streetscape amenities, building types and their relationship to the street, parking structures or lots, protection of critical areas,

pedestrian and bicycle facilities, and other items deemed necessary through the master planning process.

Adjacent developments within Area 13 should complement the urban village with compatible design and form, thereby, maintain the character and livability of the neighborhood.

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**AREA 13 LAND USE DESIGNATION:                    SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY**

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As adopted by Ordinance No. 2008-12-106 and amended by Ordinance 2009-08-054 and 2009-08-055