

MT. BAKER NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

Growth in the Mount Baker Neighborhood since the adoption of the 1980 Comprehensive Plan has further defined the suburban character of this once semi-rural neighborhood. This growth has occurred in all areas of the neighborhood and has included commercial, residential, and some industrial uses. Commercial development is located at the intersection of Sunset Drive and Interstate 5 on the western edge of the neighborhood, as well as in the center of the neighborhood at the Woburn Street/Barkley Boulevard intersection. New multi-family units have been constructed along the Sunset Drive corridor, while the eastern portion of the neighborhood has been developed with a mix of both multi-family and single family homes. New industrial development has been limited; however 640 acres of industrially zoned land was annexed to the city in 1998 and included in the Mt. Baker Neighborhood.

The suburban characteristics of the neighborhood, as well as the presence of open space areas, trails and view corridors continue to be valued by neighborhood residents. Careful consideration in developing zoning designations and in reviewing projects for zoning compliance should continue to emphasize and preserve these characteristics.

II. OPEN SPACE

The 1980 version of the Mt. Baker Neighborhood Plan characterized the area as 80% undeveloped. By 1998, the neighborhood had experienced significant development, including the annexation of 640 acres along the northern neighborhood boundary. The City is creating an open space network that connects neighborhoods, parks, schools and commercial centers. This has been due, in part, to the 1990 and 1997 Greenways Levies which provided funding for parks and greenways. Sensitive wetland areas have been preserved for water quality, wildlife habitat, and other open space benefits.

Open space planning continues in neighborhoods where large tracts of undeveloped land still exist. The advantage of identifying a desired pattern of open space is that it is more usable, it is integrated with other land uses, and it lends predictability to development.

AN INTEGRATED OPEN SPACE SYSTEM SHOULD CONTINUE TO BE IMPLEMENTED.

Key open space features in this neighborhood include stream corridors, floodplains, wetlands, forested backdrops, and view corridors. Not only are many of these areas unsuitable for development, they serve important environmental functions that are worthy of protection.

The larger stream corridors in Bellingham define patterns of development as well as open space. In the Mt. Baker neighborhood, Squalicum Creek and Baker Creek have defined these patterns to some extent. Squalicum Creek begins outside city limits and flows south then west through the Squalicum Valley floodplain. Before leaving the neighborhood, it flows through Sunset Pond, one of two old borrow pits created during the construction of I-5. Together with Bug Lake, the two water bodies serve as detention and as sediment traps for Squalicum Creek. They can pose a problem, however, for juvenile salmon when bass and other predacious non-native fish in the warmer water of the ponds feed on the young salmon.

Baker Creek has two forks that parallel one another and join near Meridian Street just outside the neighborhood boundary. The northern tributary flows through the newly annexed Areas 25, 26, 27, and 28 while the southern one flows through Area 1. A culvert replaced by the City in 1997 in Baker Creek under Birchwood Avenue makes it possible for fish to make it farther upstream. Salmon eggs have been planted in Baker Creek near James St. for outmigration. However, it has not yet been determined if salmon or trout are making it into these stretches of Baker Creek since the replacement of the Birchwood culvert in 1997.

Squalicum means, "place of the chum", referring to one of the five local salmon species. Historically, salmon and trout were abundant in the creek but today, their numbers are low due to poor habitat conditions, including water quality. Stormwater runoff continues to degrade creek conditions, as does removal of tree canopy and other land uses. A number of habitat restoration projects have taken place in recent years as a result of development impacts as well as community interest in restoration.

WATER QUALITY AND FISH HABITAT IMPROVEMENTS TO SQUALICUM AND BAKER CREEKS SHOULD BE A PRIORITY FOR PROPOSALS WITH POTENTIAL IMPACT TO THE CREEK AND ITS FISHERY, INCLUDING, BUT NOT LIMITED TO, NEW DEVELOPMENT PROPOSALS, REZONE CONSIDERATIONS, AND STREET AND UTILITY PLANNING.

The Shoreline Master Program, the City's shoreline regulatory document, is one of several tools available to address shoreline uses along Squalicum Creek. A revised

MT. BAKER, MAP OPEN SPACE

version will be completed in 1998. The existing document includes general goals and policies, and prescribes building setbacks. The new version, by comparison, will offer incentives for shoreline protection and restoration, and specific standards for water quality, for example.

The Squalicum Creek Floodplain Management Plan (Beck, 1994), informally called the "Beck Study", is the most comprehensive study of Squalicum Valley to date. The study determined the accurate location of the 100-year floodplain and the floodway, and identified wetlands in the Squalicum Valley in a 2.2-mile section between the Guide and Hannegan Road. It identified problems and made recommendations with regard to flooding, fish and wildlife habitat, water quality, wetlands, and land use planning.

A Coastal Zone Management (CZM) grant was awarded to the City in 1993 to resolve the conflict between floodplain, floodway, and wetland development regulations and the industrial zoning and development interests in Squalicum Valley. In 1994, the City Council passed Resolution No. 54-94 approving the CZM recommendations derived from a public process for resolution of the regulation/zoning conflict in Squalicum Valley.

As of spring 1998, the City has purchased nearly 18 acres of floodplain, which comprise two of the CZM parcels recommended for purchase. This is land that will not be developed but rather used by the City for wetland mitigation and regional stormwater treatment, and in both cases, managed as floodplain wetlands.

THE CZM RECOMMENDATIONS DESCRIBED IN RESOLUTION NO. 54-94 ARE INCORPORATED BY REFERENCE INTO THIS NEIGHBORHOOD PLAN.

The proposed "Bay to Baker" Trail has been a community-wide desire for years. The CZM process recommended a "through-valley" trail and the Open Space, Parks, and Recreation Element of the 1995 Bellingham Comprehensive Plan proposes the same. Some sections of the trail exist informally in both the city and county. The main section of trail in this neighborhood would be located in the Squalicum Valley, possibly on the abandoned railroad beds. A trail design would include a buffer of native vegetation on both sides.

A NON-MOTORIZED TRAIL SHOULD BE DEVELOPED IN THE SQUALICUM VALLEY AS PART OF THE PROPOSED BAY-TO-BAKER TRAIL. THE TRAIL SHOULD HAVE A BUFFER OF NATIVE VEGETATION ON BOTH SIDES.

A CORRIDOR OF UNDEVELOPED LAND ALONG THE FULL LENGTH OF SQUALICUM CREEK SHOULD BE ACQUIRED AND MANAGED FOR HABITAT PRESERVATION AND ENHANCEMENT, FLOODPLAIN MANAGEMENT, PUBLIC ACCESS, AND PASSIVE RECREATION.

The northern-most portion of the neighborhood, annexed to the City in 1998, is situated at the foot and east of King and Queen Mountains. This area is defined in part by the Baker Creek (northern tributary) and Squalicum Creek drainages. Baker Creek flows generally south and west, flowing parallel to Squalicum Creek. It flows through agricultural land that is quickly converting to industrial uses, as the entire annexation is zoned industrial. A city detention dam is located on Baker Creek in the vicinity of Strider Loop Road. As development occurs in the vicinity of the creek, native vegetation should be preserved as a buffer.

RETAIN BUFFERS OF NATIVE VEGETATION ALONG BAKER CREEK IN ORDER TO PROTECT WATER QUALITY AND FISH HABITAT.

Squalicum Creek flows in a southerly direction through this northern portion of the neighborhood, east of Hannegan Road. This section of Squalicum Creek has been impacted by agricultural uses. Restoration projects by local groups are beginning to mitigate those impacts. Historically salmon could make it upstream of this section. However, salmon have not been observed here in recent years.

RESTORATION EFFORTS AND MONITORING OF NATIVE FISH POPULATIONS SHOULD TAKE PLACE ON SQUALICUM CREEK, AND ESPECIALLY ON THE SECTION THAT FLOWS THROUGH THE DEWEY VALLEY.

Stream corridors provide drainage and multiple wildlife functions. Floodplains store flood waters. Wetlands are necessary for detention of storm water and abatement of floodwater, improving water quality, and providing wildlife habitat and open space. Wetland and floodplain regulations have deterred development, resulting in preserved open space tracts through acquisition, dedications, or regulations.

WETLANDS SHOULD CONTINUE TO BE PROTECTED, PARTICULARLY WHEN THEY ARE PART OF A FLOODPLAIN OR CONNECTED TO OTHER OPEN SPACE.

In the eastern portion of the neighborhood the character has changed dramatically due to the 1994 construction of the arterial Barkley Boulevard. This opened up the west-facing slope of Alabama Hill where dense residential development has taken the place of forested slopes. Barkley Boulevard winds up the hill and is flanked by new homes with expansive city and bay views. Extensive clearing for development has diminished the backdrop of the forested hillsides.

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

At the bottom, or central section of Barkley Boulevard, commercial development has taken place as part of the "urban development center". In 1987, a single landowner cleared approximately 200 acres in this vicinity in preparation for mixed-use development. Once the area had access from the construction of Barkley Boulevard, the Barkley Village shopping center was developed, bringing retail, offices and personal services to a vast and growing residential area. A designated open space delineates the perimeter in the form of vegetated buffers ranging in width from 50' to 100'.

These open space buffers are characterized by a mix of primarily deciduous native vegetation, including cottonwood, alder, birch, elderberry, and snowberry, to name a few. Impacts on buffers from adjacent development include visual and functional problems as a result of drainage changes and root compaction from fill. The result is an appearance of decline that is primarily concentrated along the "edge" adjacent to the impact. The buffers in this area are regenerating and functioning as wildlife habitat, visual and noise barriers, and open space/backdrops for the areas of development.

EXISTING BUFFERS WITH NATIVE VEGETATION AROUND BARKLEY VILLAGE AND THE BARKLEY URBAN DEVELOPMENT CENTER SHOULD BE RETAINED AND ENHANCED WHERE NEEDED WITH ADDITIONAL VEGETATION, ESPECIALLY CONIFERS AND OTHER NATIVE SPECIES.

LANDSCAPING AND PASSIVE RECREATION AREAS MAY BE DEVELOPED WITHIN THE BUFFERS IF SPECIFICALLY APPROVED THROUGH THE PLANNED CONTRACT PROCESS. DEVELOPMENT IN BUFFERS SHOULD NOT BE ALLOWED IF IT CAN RESULT IN A DECLINE OF VEGETATION IN THE BUFFER OR REDUCE THE EFFECTIVENESS OF THE BUFFER. DEVELOPMENT ADJACENT TO THE BUFFERS SHOULD CONSIDER STORMWATER AND BUFFER IMPACTS.

The network of trails make this part of the Mt. Baker Neighborhood pedestrian friendly. Starting with the well-established Railroad Trail forming a portion of the neighborhood's southeast border, the network connects residences near Fever Creek and Roosevelt School to the forested Northridge Park and Klipsun Pond found up the hill adjacent to the newer subdivisions. It also serves as a bicycle/pedestrian "arterial" to areas outside the neighborhood, from downtown to Whatcom Falls Park.

A TRAIL NETWORK THAT PROVIDES CONNECTIONS TO EXISTING TRAILS OR CREATES PEDESTRIAN CONNECTIONS TO NEIGHBORHOOD AMENITIES SHOULD BE PLANNED FOR AND PROVIDED AS DEVELOPMENT OCCURS. THE OPEN SPACE, PARKS AND RECREATION ELEMENT OF THE COMPREHENSIVE PLAN (1995) RECOMMENDS THE CONSTRUCTION AND MAINTENANCE OF TRAILS AS A CITYWIDE NETWORK OF TRAIL CORRIDORS AND GREENWAYS.

Fever Creek flows southwest in this area. Its corridor and associated wetlands have been kept intact intentionally because of its value to the neighborhood. The City owns an 8-acre parcel along the creek on which is located the Fever Creek Wildlife Pond (also called the St. Clair Detention Basin). While a detention dam was built on the creek in 1984, the 3-acre pond and upland system were created in 1993 to mitigate the loss of wetlands from the construction of Barkley Boulevard.

Along the eastern boundary of the neighborhood is the 43-acre Northridge Park and associated greenways. This former Department of Natural Resources property acts as a forested greenway for an otherwise densely developed neighborhood. Several small wetlands and a short trail segment are located here.

Buffering adjacent areas from the view, noise, and odor of Interstate 5 is another priority relating to open space and quality of life issues in this neighborhood and for the traveling public.

A LANDSCAPED BERM AND/OR BUFFER SHOULD BE ESTABLISHED AND MAINTAINED ALONG THE LENGTH OF INTERSTATE 5 THROUGH THE RESIDENTIAL AND INDUSTRIAL PORTIONS OF THE NEIGHBORHOOD.

III. PUBLIC FACILITIES AND UTILITIES

Drainage

The drainage from this neighborhood is split between the Whatcom/Fever Creek Basin and the Squalicum Creek Basin. In general, the natural drainage corridors should be retained to the greatest extent possible. These natural drainage ways provide needed flood storage, conveyance and natural habitat.

A major point of concern for drainage in the neighborhood is Squalicum Creek. Recent flood management studies have shown that elements within the creek system need to be upgraded to prevent damage during large storm events. One identified improvement is construction of a flood control berm near Interstate 5.

FLOOD CONTROL IMPROVEMENTS SHOULD BE CONSTRUCTED IN SQUALICUM CREEK IN ACCORDANCE WITH THE SQUALICUM CREEK FLOODPLAIN MANAGEMENT PLAN.

Previous problems along Sunset Drive have largely been resolved with upgrades to some major drainage links. Efforts should continue to improve upon the Sunset Drive systems when the roadway is improved.

Stormwater management is required throughout the City to mitigate the effects of increased runoff and water pollution. The presence of significant resource features in

this neighborhood requires a high prioritization of stormwater in development processes.

Water

Most of the water system elements in this area are fairly new and consequently in good condition. One issue is that the neighborhood varies from 100 to 700 feet in elevation. This wide range presents problems in configuring a water distribution system that has proper pressure range and capacity. Presently, the area is served by four different sub systems. Long range planning for the area includes significant revisions to the existing systems. Developments should construct new infrastructure components consistent with the City's Comprehensive Water Plan. The most recent edition was published in 1993.

Newly annexed areas have the infrastructure in place to support continued growth within the sub-areas. Long term goals consists of reorganizing pressure zone boundaries outlined in the City's Comprehensive Water Plan and aligning the industrial area with a water system that provides optimum pressure and fireflow capacities.

Sanitary Sewer

Sewage facilities in this neighborhood have been recently constructed. Because of this, the condition of the system is mostly good to excellent. The City is in the process of updating information for a Comprehensive Sewer Plan that should be utilized in the planning of new sewerage works.

Gravity sewer service is available to most existing parcels within the neighborhood. The industrial area along East Bakerview Road has hydraulic capacity downstream for continued growth.

MAP, MT. BAKER ARTERIAL ROUTES

IV. CIRCULATION

Arterials

The dominant circulation feature in the Mt. Baker Neighborhood is Sunset Drive (SR 542) which is the primary northeast connector to the city. Sunset Drive is the third busiest arterial in the city next to Meridian Street and Lakeway Drive, with over 24,000 vehicles per day at the Interstate 5 intersection and nearly 20,000 vehicles per day at the Woburn/Hannegan intersection. Plans to improve the existing two-lane section between Orleans and Woburn Streets include four travel lanes, a left turn lane, bike lanes, curbs, gutters, sidewalks, drainage and illumination.

The addition of Barkley Boulevard as a parallel east-west arterial corridor between Britton Road and Orleans Street has helped to alleviate some of the existing PM peak congestion on Sunset Drive by diverting local trips. However, commuter traffic in to and out of Bellingham via Hannegan Road and Mount Baker Highway will continue to utilize all of the existing two-lane roadway capacity on Sunset Drive east of Orleans Street.

McLeod Road has been upgraded to collector arterial status and extended west to Sunset Drive. Continued residential growth and the addition of a new high school increased the dependence on this road as a neighborhood collector and warranted the installation of a new traffic signal and left-turn lanes at the Sunset Drive intersection. Chandler Parkway provides a neighborhood collector linking McLeod Road and Barkley Boulevard.

North-south oriented secondary arterials include the Orleans-Woodstock-James corridor on the west side of the neighborhood, and the Woburn-Hannegan corridor on the east side. James Street north of Woodstock Way would benefit from urban improvements as vehicle, bicycle, and pedestrian travel increases.

Truck traffic remains a concern along the Mt. Baker Highway-Sunset Drive corridor and has more recently become a concern along the Hannegan Road-Woburn Street corridor. Earlier proposals addressed new arterial routes to improve truck access from the County to the Bellingham waterfront industrial area by utilizing a portion of the abandoned Milwaukee Railroad Road tracks. The new arterial would be routed through the Dewey Valley from the VanWyck Road-Mt. Baker Highway intersection, under Interstate-5 to Squalicum Parkway at Guide Meridian. Environmental concerns will most likely preclude the construction of a truck facility along this route.

Truck traffic could be diverted off the Mt. Baker Highway and Sunset Drive at less expense and environmental harm by constructing a connection between the Mt. Baker highway and Bakerview Road. Bakerview is a principle arterial that serves the industrial area at the Hannegan intersection, has a freeway interchange at I-5, and leads directly to the Bellingham International Airport and its associated industrial areas. Development and re-development along Bakerview and Hannegan Road should provide a minimum setback of 10 feet.

Division Road between Hannegan and Irongate Roads has been designated a collector arterial. Improvements to this street are currently in the planning stage.

A CONNECTION FROM THE MT. BAKER HIGHWAY TO BAKERVIEW ROAD SHOULD BE CONSTRUCTED AND BAKERVIEW ROAD SHOULD BE UPGRADED TO PRIMARY ARTERIAL/TRUCK ROUTE STANDARDS (WHERE NOT ALREADY COMPLETED), IN ORDER TO SERVE TRUCK TRAFFIC PRESENTLY USING THE MT. BAKER HIGHWAY/ SUNSET DRIVE.

Realizing that automobile traffic will continue to be heavy on Sunset Drive, the following improvements are recommended:

1. SUNSET DRIVE SHOULD BE EXPANDED TO FOUR LANES PLUS LEFT TURN LANES AND SIDEWALKS BETWEEN ORLEANS STREET AND THE CITY LIMITS. CURB LANES SHOULD BE WIDE ENOUGH TO ACCOMMODATE BICYCLE LANES.
2. A TRAFFIC SIGNAL SHOULD BE INSTALLED AT THE INTERSECTION OF ORLEANS STREET AND BARKLEY BOULEVARD.

JAMES STREET FROM WOODSTOCK WAY TO BAKERVIEW ROAD SHOULD BE IMPROVED TO INCLUDE BIKE LANES AND PEDESTRIAN FACILITIES.

Construction of St. Clair Street may be required as part of the development of the area south of Sunset Drive between Woburn and St. Clair Streets. If this street is developed and depending on the level of development in the area, a traffic signal may be required at the Sunset Drive/St. Clair Street intersection.

ST. CLAIR STREET SHOULD BE EXTENDED NORTHWARD FROM BARKLEY BOULEVARD TO SUNSET DRIVE. A TRAFFIC SIGNAL MAY BE REQUIRED AT THE INTERSECTION OF SUNSET DRIVE AND ST. CLAIR STREET. ST. CLAIR STREET WILL BE DESIGNATED A COLLECTOR ARTERIAL.

Construction of St. Clair Street south of Barkley Boulevard as a through street to Alabama Street shall not be allowed.

ST. CLAIR STREET SHALL NOT BE EXTENDED SOUTH OF BARKLEY BOULEVARD ACROSS THE RAILROAD TRAIL.

Construction of a driveway within the Racine Street right-of-way to provide a secondary

access to serve the Bellingham Christian School will be allowed to cross the old railroad ROW and eventually connect to Barkley Boulevard. No public right-of-way shall be allowed to connect between Sunset Drive and Barkley Boulevard in the vicinity of Racine Street.

RACINE STREET SHALL NOT CONNECT NORTH OF BARKLEY BOULEVARD TO SUNSET DRIVE.

Residential Streets

Residential street standards shall be as follows:

THE APPROPRIATE RESIDENTIAL STREET STANDARD IN THIS NEIGHBORHOOD IS A 28-FOOT WIDE STREET WITH CURBS, GUTTERS, STORM DRAINAGE, A PLANTING STRIP AND SIDEWALKS. STREETS TRAVERSING STEEP SLOPES MAY BE ALLOWED LESS WIDTH AND FEWER SIDEWALKS.

Industrial Streets

Development in the recently annexed Hannegan area industrial zone is exempt from the requirement to provide curb, gutter and sidewalks. All streets in that industrial area will have open drainage and minimum standard 28-foot streets.

Bicycle Facilities

The Mt. Baker 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 also be consistent with those in other neighborhoods to provide a citywide system. By making the area more accessible and secure for bicycle travel, residents of the neighborhood and the city benefit.

There are several formal and informal bicycle links in the neighborhood that form the basis of a bicycle route network. These should be upgraded and maintained as all-weather bike/pedestrian paths and routes. The near term emphasis should be to work to build the links between the pieces to provide a safe, secure network of bicycle facilities. Curb ramps must be provided wherever a path intersects with streets. Bollards should be installed to prevent motorized traffic where necessary. Some of the existing roads appear to be of sufficient width and traffic volume to provide safe biking corridors at this time. Future in-fills, developments, 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 development in accordance

with the City's parking requirements.

A network of bike facilities is proposed to assist bicycle travel throughout the neighborhood. Since there are limited connections to the county and to the west (under and over Interstate 5) to the shopping and recreation areas of the city; these few links will always have some bicycle traffic and are potential bottlenecks. Wherever possible, alternatives without heavy truck and automobile traffic should be considered. The following is a list of specific improvement actions needed in the Mt. Baker Neighborhood:

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1. CONSTRUCT A TRAIL (PART OF THE BAY TO BAKER TRAIL) ALONG THE RAILROAD RIGHT OF WAY FROM INTERSTATE 5 EAST TO THE CITY LIMITS. CONNECTIONS TO THE IRONGATE ROAD AND ORCHARD STREET TRAILS SHOULD BE PROVIDED.
 2. WIDEN AND ADD BICYCLE LANES TO JAMES STREET FROM WOODSTOCK WAY TO EAST BAKERVIEW ROAD.
 3. IMPROVE AND COMPLETE A TRAIL LINKING THE EAST END OF ORCHARD DRIVE TO IRONGATE ROAD.
 4. CONSTRUCT A TRAIL CONNECTING BARKLEY BOULEVARD SOUTH TO THE NORTH END OF ST. CLAIR STREET WITH CONNECTIONS AT THE RAILROAD TRAIL.
 5. CONSTRUCT A CONNECTOR TRAIL OR DESIGNATED BIKE/PEDESTRIAN ROUTE FROM HANNEGAN ROAD TO MCLEOD ROAD.
 6. CONSTRUCT A TRAIL CONNECTING MCLEOD ROAD WITH THE PROPOSED BAKER TO BAY TRAIL. THE CONNECTION SHOULD BE NEAR THE INTERSTATE 5 RAILWAY UNDERPASS. ANY CREEK CROSSING WOULD ENTAIL CONSTRUCTION OF A BRIDGE OR CULVERT.
 7. CONSTRUCT A TRAIL CONNECTING ORLEANS STREET TO THE RAILROAD TRAIL. THIS CONNECTION SHOULD BE DEVELOPED EASTWARD ALONG THE OLD C.M.SP AND P. RAILROAD RIGHT-OF-WAY AND SOUTHWARD ALONG THE WESTERN BOUNDARY OF AREAS 13 AND 14A.
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V. Barkley Urban Development Center

Introduction

Bellingham's 1995 Comprehensive Plan and the associated Environmental Impact Statement identified an Urban Development Center (UDC) in the vicinity of Barkley Boulevard and Woburn Street. Urban Development Centers are intended to provide a range of employment and service opportunities and accommodate higher density development. A core for this UDC has been established at the southeast corner of Barkley Boulevard and Woburn Street, in subareas 15 and 15A, with the development of Barkley Village. Future development in the subareas surrounding this core will further define this UDC. Subareas 13, 13A, 14, 14A, 14B, 15, 15A, and 16 are hereafter referred to as the Barkley UDC.

The Barkley UDC should be recognized as a unique mixed use area with a distinct boundary. Further planning in this center should be done, and should focus on physical design objectives including circulation planning for pedestrians, bicycles and vehicles; site and building design guidelines; and protection and integration of natural systems and amenities.

Substantial residential development within walking distance of commercial businesses, offices, and light industrial employment opportunities are an important component in the success of this UDC. Multi-use buildings, incorporating residential, commercial and compatible industrial uses should be encouraged. Different types of uses are permitted through out the UDC. Careful consideration should be given to development guidelines to ensure compatibility between different uses within the center and also between the uses in the center and the existing neighborhoods abutting this UDC.

Development Guidelines - Purpose: The following concepts form the basis for the Barkley UDC development and design policies:

1. Identity: Identification of this area as a unique mixed-use center with its own function and design identity.
2. Connectivity: Implementation of a multi-model circulation plan.
3. Boundaries: Definition of UDC boundaries and provisions of an appropriate interface with adjacent land use areas.
4. Natural Systems: Preservation of natural topographic features and systems and use of these elements in development design.
5. Design: Encouragement of public and private facility designs that enhance pedestrian access, ensure compatibility between uses and promote the design identity of the UDC.

The specific design and development guidelines are included in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code.

Mt. Baker Neighborhood Land Use Map

SECTION VI. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

The Mt. Baker neighborhood's 1,637.2 acres are divided into 36 distinct subareas allowing a range of uses from low-density single family residences to large commercial and industrial developments. The acreage in each type of zoning is listed below.

Residential Single	196 acres
Residential Multi	192 acres
Residential Multi, office allowed	29 acres
Commercial	67 acres
Industrial	866.5 acres
Mixed Use	
Res/Ind	68.5 acres
Res/Ind/Com	51.7 acres
Public	166.5

Area 1

This 135-acre area stretches across the northern part of the neighborhood from Interstate 5 to the Racine Street right-of-way. The City limits (McLeod Road) forms the northern boundary. Some residential development has occurred along Telegraph Road and east of James Street but the area is still predominately forested. The southern tributary of Baker Creek flows through the northern portion of the area.

The area generally slopes towards Squalicum Valley to the south with forested wetlands scattered throughout. Forested wetlands have a high value and should be avoided to the greatest extent possible and preserved in contiguous sections as development occurs.

Two trail connections are proposed in this area, both connecting to a trail along Squalicum Creek, such as the proposed Bay-to-Baker trail. The King Mountain trail is planned from Squalicum Creek just east of Interstate 5 to proposed public viewpoints and trails on King and/or Queen Mountains. There is also a proposed connection from the residential and commercial area in the eastern portion of the neighborhood south to Squalicum Creek.

The sixty-foot wide former Orchard Street right-of-way lying adjacent to the southern boundary of this area between James Street and Interstate-5 is now in private ownership. The zoning boundary between this Residential Single area and Planned Industrial area to the south is currently the center of this right-of-way. Given that the property is now in private ownership and that it may be suitable for either residential or industrial use, this parcel may be added to this residentially zoned area, or may be added in part or wholly to the industrially zoned area to the south at the property owner's option (see Area 5).

AREA 1 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 1A

This 48 acre area fronts on James Street on the east and Interstate 5 on the west. The southerly boundary is vacated Orchard Street. The northerly ¼ of the land is intersected by Baker Creek. This area represents one of the best in-fill sites in the northern part of the city and is identified as such in the EIS for the update of the Bellingham Comprehensive Plan.

This area provides an opportunity for a balanced mix of land uses with single and multi-family residential uses integrated with compact neighborhood commercial uses permitting increased residential densities in those areas where employment, transit and other public facilities and services are available.

Development of this area should utilize innovative design and construction techniques emphasizing zero lot line attached row house design; reduced setbacks; utilization of public and private roads and alleys constructed at reduced impervious standards; innovative subdivision requirements allowing lots which do not directly abut public streets and alleys.

The 60 foot wide former Orchard Street right-of-way lying adjacent to the southern boundary of this area between James Street and Interstate 5 is now in private ownership. The zoning boundary between this residential multi, mixed, and planned industrial to the south is currently the center of this right-of-way. Given that the property is now in private ownership and that it may be suitable for either residential or industrial use, this parcel may be added to this residentially zoned area, or may be added in part or whole to the industrially zoned area to the south at the property owners' option.

AREA 1A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY, WITH MIXED USE NEIGHBORHOOD COMMERCIAL ALLOWED.

Area 2

This Planned Industrial area is generally bounded on the north by the Division Road right-of-way, on the east by Hannegan Road, on the southeast by the base of the Dewey Valley, and on the west by Area 1. The area contains approximately 122 acres and remains mostly undeveloped with the exception of properties located on Division Road just west of Hannegan Road.

Much of this area is impacted to some extent by the 1994 R.W. Beck study that re-evaluated the Squalicum Floodplain and found that this floodplain and floodway are substantially larger than previously identified. As a result of this finding, the Coastal Zone Management study recommended zoning changes for several properties. In addition to floodplain constraints, properties may also be affected by the presence of wetlands. The Squalicum Creek trail is planned along the Squalicum Creek corridor.

Care should be taken during the development of the five acre parcel located at the northwest corner of Orchard Drive and Irongate Road to ensure that wetlands located in the southern portion of the property are protected and adequate screening is provided for any future residential development on properties to the west.

AREA 2 LAND USE DESIGNATION: INDUSTRIAL

Area 2A

Area 2A is a 6-acre parcel of publicly owned land located at the southwest corner of the Division Street/ Bakerview Spur Road intersection and adjacent to the City of Bellingham Vector Waste Facility. The parcel is generally flat with the southern edge of the property sloping abruptly down to the Squalicum Creek valley. Area 2A is surrounded by light manufacturing operations and industrial warehouses in Area 2. If Whatcom County purchases, leases, or trades land for Area 2A prior to July 1, 2004, then the land use and zoning designations shall remain Public, Government Services. If Whatcom County fails to purchase, lease, or trade land for Area 2A prior to July 1, 2004, or otherwise communicates its intent to not purchase, lease, or trade land for Area 2A prior to that date, the land shall immediately revert to a land use and zoning designation of "Industrial, Planned, Light Manufacturing and Warehousing only" to reflect the existing surrounding uses and zoning designation in Area 2.

AREA 2A LAND USE DESIGNATION: PUBLIC

Area 3

Area 3, extending along Sunset Drive from St. Clair Street to the City Limits, consists of approximately 53 acres. Existing development in this area is single family homes fronting on Sunset Drive. Traffic and the potential widening of Sunset Drive are major concerns to property owners and residents in this area. Prior to the widening project, a corridor study should be developed which identifies a range of appropriate land uses along the Sunset Drive corridor. Other elements of this study should include vehicular, bicycle and pedestrian access and circulation, building and parking location and design, and landscaping.

AREA 3 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 4

This 130-acre subarea is located in the eastern portion of the neighborhood. Residential development, both single family and multi family has occurred in this area in recent years. The eastern portion of the subarea has moderate to steep hillsides sloping upward to the east.

A proposed trail would route pedestrians throughout this area and connecting to the Klipsun Trail in Area 35. The Bristol Heights and Meadow Woods open space areas have been designated as a possible park site.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, LOW DENSITY

Area 5

This undeveloped 23-acre area lies east and west of James Street. The old Milwaukee Road rail right-of-way runs through the area in an east/west direction.

Much of this area is impacted to some extent by the 1994 R.R. Beck study that re-evaluated the Squalicum Floodplain and found that this floodplain and floodway are substantially larger than previously identified. As a result of this finding, property lying south of the rail right-of-way between James Street and Interstate 5 has been purchased by the City and is being rezoned to a Public, Open Space designation (see Area 30). In addition to floodplain constraints, properties in this area are also affected by the presence of wetlands.

Planned trails in this area include the proposed Squalicum Creek trail and the King Mountain trail. James Street could serve as a link to the Squalicum Creek trail and should be improved to include bike lanes and sidewalks.

The sixty-foot wide former Orchard Street right-of-way lying adjacent to the southern boundary of this area between James Street and Interstate-5 is now in private ownership. The zoning boundary between this Planned Industrial area and the residential area to the north is currently the center of this right-of-way. Given that the property is now in private ownership and that it may be suitable for either residential or industrial use, this parcel may be added to this industrial area, or may be added in part or wholly to the residentially zoned area to the north at the property owner's option (see also Area 1).

If developed industrially, flexible setbacks are appropriate because of the size of the property. Setbacks should be concentrated where this industrial zone abuts the residential zone (Area 1). A buffer should be installed within this setback that screens the industrial area from the residential area to the north.

AREA 5 LAND USE DESIGNATION: INDUSTRIAL

Area 6

This 21-acre area consists of a 17-acre pond, called Sunset Pond that is owned by the City of Bellingham. Sunset Pond Park should be preserved as part of the Squalicum Valley open space corridor of wetlands and floodplain. The west side could become a more formal park with the addition of picnic and playground equipment. This is also a good location for a trailhead for the Squalicum Creek trail.

AREA 6 LAND USE DESIGNATION: PUBLIC

Area 7

This 33-acre area is bounded by Sunset Drive on the south, James Street on the west, Woodstock Way on the north, and Orleans Street on the east. The site is the location of the Sunset Square shopping center. Uses within the shopping center include movie theaters, grocery store, and several restaurants and retail stores. Some development sites remain.

AREA 7 LAND USE DESIGNATION: COMMERCIAL

Area 8

This two-acre area includes the northeast, southeast and southwest corners of the intersection of Sunset Drive and Orleans Street. Existing development in the area includes two gas stations, a convenience store, a snow sports rental and sales shop, and a single-family residence.

Redevelopment of the property at the northeast corner of Sunset Drive and Orleans Street to include the property to the east shall be subject to the requirements specified in a concomitant agreement.

AREA 8 LAND USE DESIGNATION: COMMERCIAL

Area 9

This 24-acre multi-family area is bounded by Barkley Boulevard on the north, East Illinois Street on the south, Racine and Pacific Streets on the west, and the Barkley Urban Development Center on the east. Single family and multi family development has occurred in this area. These developments have been required to set aside wetlands as open space. Open space areas should continue to be connected in order to create a contiguous corridor.

AREA 9 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 10

Area 10, located along Sunset Drive east of Orleans Street, consists of approximately 32 acres. Redevelopment of these properties with multi-family structures has occurred in recent years. Traffic volumes along Sunset Drive continue to make ingress and egress to these multi-family units difficult. Care should be taken to restrict the number of driveways along this arterial street. Future improvements to Sunset Drive should include four lanes of traffic, a left turn lane and should be designed to be sensitive to the existence of the school and provide for pedestrian safety as well as noise and visual buffering.

Bellingham Christian School is located in the eastern portion of the subarea at the southeast corner of Sunset Drive and Racine Street. Access to the school is currently provided via Sunset Drive and the improved portion of Racine Street abutting the site. The need for additional access south of the school to Barkley Boulevard is recognized.

Two driveways shall be permitted to cross the planned trail south of the school site. One to serve Bellingham Christian School, and the other to serve the landlocked property to the west (if this property is sold and combined with other properties which currently have access, then no driveway will be permitted). In the event the school relocates and the use of the site changes, continued use of the access to Barkley Boulevard will be subject to review by the Planning and Community Development Department and the Public Works Department and may not be allowed.

Forested wetlands are found in this area. Shorelines and slopes are also issues in the northern portion of this neighborhood.

AREA 10 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 10A

Area 10A is located north of Barkley Boulevard, south of the old C.M.S.P. and P. Railroad right-of-way, and west of the Barkley Urban Development Center. The area contains 15 acres and is characterized by moderate slopes and a mature deciduous and coniferous forest. Several isolated wetlands are found in this area with the largest located west of Racine Street. A one-acre park shall be dedicated to the City adjacent to the wetlands and tied into the City Trail Plan.

The proximity of developing employment and shopping centers along with the relative lack of environmental constraints make this area suitable for medium density single and multi-family use. The planned qualifier part of the zoning designation and density transfer provisions are intended to allow flexibility in designing development around the wetlands, preserve significant stands of trees and provide for the park dedication while still taking advantage of the significant infrastructure capacity present in this area. In order to accomplish this, residential density may be transferred across Racine Street to the east, and/or into the areas within the Barkley Village Urban Development Center (UDC) that allow residential development. A maximum of 196 units may be transferred to the Barkley UDC.

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

Area 10B

This six- (6) acre area is located south of Sunset Drive and extends east of the Mount Baker Post Office. Currently, these properties are developed with single family homes that are increasingly affected by traffic and noise from Sunset Drive and the adjacent post office. A Residential Multi Planned zoning designation that allows for a mix of offices, personal service facilities, and residential uses is appropriate. This designation is intended to allow redevelopment that will become a transition zone between the post office and the residential zone to the east. As such, any proposed redevelopment plan must address how this transition is being accomplished. If the first planned contract does not cover all the property within the subarea, its provisions will include specific requirements that allow the entire area to carry out its intent as a transition area between commercial areas to the west and residential areas to the east. Requirements will include joint access to all parcels within the subarea, and may contain other provisions addressing site design and site components.

Commercial office and service uses in this area should only be developed if a majority of the property within the area is covered under a single development plan and contract. Up to 50% of the property may be developed with building and parking areas for commercial office or personal service facilities. Buildings for non-residential uses should be limited to 10,000 square feet in area. To encourage mixed-use development, this size limit should not apply to buildings where 50% of the structure is devoted to residential dwelling units.

Access to Sunset Drive should be limited and right-of-way dedicated for future improvements to Sunset Drive. Access points and amount of dedication will be determined during the planned contract process by the Public Works Department.

The zoning in this area sets residential density at 2,000 square feet per unit. Standard planned residential setbacks may be eliminated where residential development abuts a residential general use type. Setbacks for commercial uses shall not be reduced. Screening between commercial and abutting residential designations will be required. Screening between commercial and residential uses within this area is not required.

A trail is planned along the railroad right-of-way that defines the southern boundary of this area.

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

Area 11

This 23-acre multi family area is located along Sunset Drive west of Woburn Street. Redevelopment of this area with multi-family structures has occurred in recent years. Similar to Area 10, traffic volumes along Sunset Drive continue to make ingress and egress to these multi-family units difficult. Continued care should be taken to restrict the number of driveways along this arterial street. Future improvements to Sunset Drive should include four lanes of traffic and a left turn lane.

There are steep slopes down to the Squalicum Valley floodplain in the northern section of this area.

AREA 11 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 11A

Area 11A consists of approximately eight (8) acres located west of Hannegan Road, north of Sunset Drive. The base of the slope defines the northern boundary of this

area. Due to its location at the intersection of Hannegan Road and Sunset Drive and the floodplain and wetland restrictions on the bottomland portion of this parcel, a Planned Residential Multi zoning designation that allows offices is appropriate.

Care should be taken during the development of this property to ensure the least impact to Sunset Drive, Hannegan Road and the intersection of these two streets. Only one vehicle access to the site shall be allowed. This access will be from Sunset Drive in a location approved by the Public Works Department. Right-of-way dedication for future improvements to Sunset Drive will be required. Dedication and access requirements should be approved by Public Works during the planned contract process.

Residential development in the area should be located so as to minimize the effects of traffic noise to future residents, while taking advantage of views of the Squalicum Valley to the north. The zoning establishes a density of 2,000 square feet per dwelling unit, consistent with properties to the south and west. Property dedicated for street purposes may be included in the overall square footage of the site for determining the maximum number of potential dwelling units.

AREA 11A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 11B

This approximately 15-acre area is located at the east of Hannegan Road and north of Sunset Drive. St. Clair Street forms the eastern boundary. Similar to Area 11A, traffic at the intersection of Hannegan Road and Sunset Drive along with the presence of industrial zoning to the south, make this area undesirable for single family use. A Planned Residential-Multi designation that allows offices is appropriate.

Care should be taken during the development of this property to ensure the least impact to Sunset Drive, Hannegan Road and the intersection of these two streets. Vehicle access to the site will be from Sunset Drive in locations approved by the Public Works Department. Right-of-way dedication is needed for future improvements to Sunset Drive. Dedication and access requirements will be determined by the Public Works Department during the planned contract process.

Residential development in the area should be located on site so as to minimize the effects of traffic and noise to future residents, while taking advantage of views of the Squalicum Valley to the north. The zoning designation is for residential development at 2,000 square feet per dwelling unit, consistent with properties to the west. Property dedicated for street purposes may be included in the overall square footage of the site for determining the maximum number of potential dwelling units.

AREA 11B LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 12

This four- (4) acre Planned Commercial area lies along the southern boundary of Sunset Drive, across from Sunset Square. Existing development in the area includes a gas station, carwash, and drive through eatery. The old railroad right-of-way that defines the southern boundary of this area has been designated for use as a pedestrian trail and buffer.

AREA 12 LAND USE DESIGNATION: COMMERCIAL

Area 13

This 51-acre area is located east and west of Woburn Street. This area is part of the Barkley Village Urban Development Center and as such is appropriate for limited Planned Industrial uses.

A 100-foot buffer of undisturbed vegetation shall be maintained in areas adjoining residential uses in Areas 10, 10A and 11, provided that a trail may be constructed in the easterly 50 feet of the buffer along the western boundary of the area south of the old railroad right-of-way if the following conditions are satisfied. The exact location of this trail connection will be determined by the Parks and Recreation Department, taking into account the existing drainage patterns in the area, as well as the location of large or healthy trees that should be saved. Prior to construction of the trail, Talbot Investment Company shall work to improve the function of this buffer by cleaning out dead and diseased trees and planting additional evergreen trees. Any work in the buffer should be done in conjunction with a landscaping plan approved by the Planning and Community Development Department and the Parks and Recreation Department. This plan must be in place prior to the issuance of building permits for any projects in this area. Enhancement planting called out in this plan must be completed prior to the issuance of any Certificate of Occupancies for the projects. No buffer is required along the boundaries adjoining Areas 13A, 14, 14A, 14B, and 36.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

Although the topography is relatively level, clay soils and interrupted drainage patterns necessitate that drainage be of special concern in development plans.

Access to this area from Woburn Street and Barkley Boulevard should be limited, coordinated with other access points and located an appropriate distance from the intersection of the arterials. Construction of Burns Street shall take place when demand warrants, as determined by the Department of Public Works. Construction

shall occur in the southern portion of the right-of-way west of Woburn Street. Evergreen trees should be planted in the northern portion of the right-of-way adjacent to Area 11 to improve the function of the remaining buffer.

All uses, whether permitted or conditional, should be conducted in a manner that precludes nuisances, hazards, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compound, electrical disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

AREA 13 LAND USE DESIGNATION: INDUSTRIAL

Area 13A

This area is generally located south of East Sunset Drive between Area 36 and St. Clair Street and consists of approximately 40.5 acres. The area is zoned Planned Industrial with the same uses as Area 13, except that existing single family homes are permitted uses.

Most of the land abutting Sunset Drive is currently developed with older single family homes. A radio station is also located in this area. The remainder of the area is vacant. The area is generally flat, however, clay soils and interrupted drainage patterns necessitate that stormwater management be of special concern. Any development should be integrated into the two regional detention and stormwater treatment systems that currently serve development in the vicinity of Barkley and Woburn Streets. Some wetlands are located in the undeveloped areas south of Sunset Drive.

Development shall be restricted to the existing single family zoning until five lane improvements to Sunset Drive are completed or an alternative access plan is developed and constructed prior to or concurrent with the planned industrial development. The Planning and Community Development Department and the Public Works Department must approve any alternative access plan. Construction of Burns Street east of Woburn Street shall take place when demand warrants, as determined by the Public Works Department. Property owners shall pay their fair share for the construction of this street at the time it's built. No removal of healthy vegetation or site re-grading shall take place except in response to a specific development proposal. Buildings may be removed.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet

all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

All uses, whether permitted or conditional, should be conducted in a manner that precludes nuisances, hazards, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compound, electrical disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition. Additionally, to ensure compatibility between uses in this area and the remainder of Areas 13 and 16, no structure containing primary businesses of warehousing and distribution shall be located within 300 feet of the south and east line of Area 13A. St. Clair Street may carry both residential and industrial traffic between Sunset and Barkley. Care should be taken to designing internal road networks, which discourage industrial traffic from passing through residential areas.

AREA 13A LAND USE DESIGNATION: INDUSTRIAL

Area 14

This nine- (9) acre area located east of Woburn Street between Rimland Drive and Barkley Boulevard is part of the Barkley Urban Development Center. Zoning for this area is a mix of Planned Commercial and Planned Industrial. The nine acres of allowed stand-alone commercial development in this area may be transferred to Areas 14A and 14B. If commercial acreage is transferred to other areas, commercial uses on that acreage shall only be allowed as part of a mixed-use building or a mix of uses in the subarea where no more than 25% of the building or subarea may be dedicated to commercial uses.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

Drainage conditions should be fully understood and planned for prior to development of this area. The necessary drainage control facilities should be built as development occurs.

Access to the area from Woburn Street and Barkley Boulevard should be limited, coordinated with other access points onto the arterials, and located an appropriate distance from the intersection of those two arterials.

All industrial uses, whether permitted or conditional, should be conducted in such a manner so as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electric disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

AREA 14 LAND USE DESIGNATION: COMMERCIAL/ INDUSTRIAL

Area 14A

This 28.7-acre area is located west of Woburn Street and south of Barkley Boulevard, within the Barkley Village Urban Development Center. Zoning for this area is mixed-use, providing for commercial, industrial, and residential development.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

A 100-foot buffer of undisturbed vegetation shall be maintained in areas adjoining residential uses in Area 9 of this neighborhood and in Area 1 of the Roosevelt Neighborhood, provided that a trail may be constructed in the easterly 50 feet of the buffer along the western boundary of the area if the following conditions are satisfied. The exact location of this trail connection shall be determined by the Parks and Recreation Department and shall take into account the existing drainage patterns in the area, as well as the location of large or healthy trees that should be saved. Prior to construction of the trail, Talbot Investment Company shall work to improve the function of this buffer by cleaning out dead and diseased trees and planting additional evergreen trees. Any work in the buffer should be done in conjunction with a landscaping plan approved by the Planning and Community Development Department and the Parks and Recreation Department. This plan must be in place prior to the issuance of building permits for any projects in this area. Enhancement planting called out in this plan must be completed prior to the issuance of any Certificate of Occupancies for the projects.

A 100-foot buffer along the southern boundary of this area (E. Illinois Street) shall be maintained. A reduction in this buffer may be allowed subject to specific site plan review and approval by the Planning Commission if uses developed in this area are deemed compatible with established uses to the south. No reduction in the buffer will be allowed unless it is determined that the site plan meets the intent of the buffer and

the design guidelines outlined in Section 5 of this plan. Development of a trail in this buffer is also subject to specific site plan review and approval by the Planning Commission.

Although the topography is relatively level, clay soils and interrupted drainage patterns necessitate that drainage be of special concern in development plans.

Access to the area from Woburn Street and Barkley Boulevard should be limited, coordinated with other access points onto the arterials, and located an appropriate distance from the intersection of those two arterials. Access to E. Illinois Street may be allowed for residential development, through Planned Contract approval, provided the affects on the buffer are minimal.

All industrial uses, whether permitted or conditional, should be conducted in such a manner so as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electric disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

Area 14A Land Use Designation: Industrial/Commercial/Multifamily Residential, medium density

Area 14B

This 23-acre area is located on the east side of Woburn Street, east of Areas 13, 14, 15 and 15A and is part of the Barkley Village Urban Development Center. Zoning for this area is mixed-use, providing for commercial, industrial and residential development.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

A 100-foot buffer of undisturbed vegetation shall be maintained along the southern boundary of this area where it adjoins residential designations.

Although the topography is relatively level, clay soils and interrupted drainage patterns necessitate that drainage be of special concern in development plans.

Access to the area from Barkley Boulevard and St. Clair Street should be limited and

coordinated with other access points onto these arterials.

All industrial uses, whether permitted or conditional, should be conducted in such a manner so as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electric disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

**AREA 14B LAND USE DESIGNATION: INDUSTRIAL/COMMERCIAL/MULTIFAMILY RESIDENTIAL,
MEDIUM DENSITY**

Area 15 & 15A

Area 15 and 15A consists of approximately 13 acres and are located at the southeast corner of Barkley Boulevard and Woburn Streets. These areas are currently developed with the Hagen Grocery Store and Barkley Village. As such, they define the core of the Barkley Village Urban Development Center.

Although the topography is relatively level, clay soils and interrupted drainage patterns necessitate that drainage be of special concern during the development of these areas.

These areas are developed with a large grocery store and the Barkley Village shopping center. Access to the area is via New Market Street, which connects from Barkley Boulevard to Woburn Street. Some development potential remains at the corner of Barkley Boulevard and Woburn Street. Access to any new development should be limited and located at an appropriate distance from the Barkley Boulevard/Woburn Street intersection.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

A 100-foot wide buffer of undisturbed or landscaped vegetation adjoins the residential areas to the south and southeast. Any changes in this buffer should be done in conjunction with a Planned Contract and should include enhancement with native and evergreen plantings. Open space and trail systems within the area should connect to the Railroad Trail.

All industrial uses, whether permitted or conditional, should be conducted in such a

manner so as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electric disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

AREA 15 & 15A LAND USE DESIGNATION: COMMERCIAL/ INDUSTRIAL

Area 16

This 68.5-acre area is bounded by an extension of the Vining Street right-of-way on the east, the St. Clair Street right-of-way on the west, Orchard Drive right-of-way on the north, and the Railroad Trail and property lines on the south. The area is forested and includes a diversity of landforms. The southeastern portion, being the bottom of Alabama Hill, has slopes up to 30%. The upper reaches of Fever Creek are also included within this area. The area is designated for a mix of industrial and residential uses with a minimum of 50% of the developable area designated for residential uses. Drainage conditions should be fully understood and planned for prior to industrial development of this area. Drainage control facilities should be built as development occurs.

Access to the area from Barkley Boulevard and St. Clair Streets should be limited and coordinated with other access points onto these arterials.

Residential development within this area should be accompanied by the development of neighborhood oriented play lots/parks. Industrial development should retain 100 foot wide natural buffers against residential designations in Areas 3 and 4 (no buffer required if development is residential; no buffer required along the boundaries adjoining Areas 13A, 14B, and 34). An active recreation area should be provided in this area in a location that will serve both employees and residents. Density from this area may be transferred throughout areas within the Barkley Village UDC that allow residential development.

Design criteria identified in the Mt. Baker Neighborhood zoning section of the Land Use and Development Code shall apply to this area. Additionally, development shall meet all criteria and any subsequent changes to the criteria in the other applicable sections of the Land Use and Development Code.

All industrial uses, whether permitted or conditional, should be conducted in such a manner so as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise,

fumes, odors, vibrations, particulate matter, chemical compounds, electric disturbance, humidity, heat, cold, glare, or excessive night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the Planning Director should be empowered to require evidence that adequate controls, measures, or devices have been provided to ensure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.

AREA 16 LAND USE DESIGNATION: INDUSTRIAL/ MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 17

This four (4) acre area has been designated Public and is the location of the Mt. Baker Post Office. The old railroad right-of-way to the south will serve as boundary between this area and the residential area to the south.

AREA 17 LAND USE DESIGNATION: PUBLIC

Area 18

This area is approximately 40 acres and is the site for Bellingham's new Squalicum High School. The terrain generally slopes from the southeast to the northwest, and will be terraced to follow natural contours for the building site, parking lots, and athletic fields. A seasonal spring in the center of the site flows out the southwest corner of the site to eventually connect with Squalicum Creek. Several small wetland ponds are located on the site, and drain to the east. Vegetation includes deciduous and evergreen trees, shrubs, grass, pasture, and some wet soil plants including cattail, buttercup, bulrush, mint, and Douglas Spirea. Forested wetlands will be protected, and integrated into site design. Primary access to the site is from East McLeod Road and will be aligned with Chandler Parkway. Construction of Squalicum High School began in the fall of 1996, was completed in June of 1998. The School District should be encouraged to make facilities available to the community for active recreation.

AREA 18 LAND USE DESIGNATION: PUBLIC

Area 19

This area is approximately five (5) acres located west of Irongate Road. The Irongate Industrial Park surrounds this area on the north, east, and south with residential zoning on the west. As such, a Light Industrial designation with specific conditions on uses and screening is appropriate. All permitted and accessory uses allowed in Whatcom

County's Light Impact Industrial zone (LII) as of the date of annexation may be allowed. The Conditional Uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation may be considered through the planned development process. Retail sales limited to items manufactured or assembled on site are appropriate.

A twenty-five foot setback along with a wall of trees or other screening as defined in the Land Use and Development Code shall be provided along the western property line.

Access to industrial development shall be from the industrially zoned areas to the east. This property need not abut a full standard street or sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval by the City's Public Works Department. To insure the orderly development of sewer services within and outside the city limits, a twenty-foot easement for sewer shall be provided along the northern boundary of the site.

AREA 19 LAND USE DESIGNATION: INDUSTRIAL

Area 20

This area is approximately 54 acres located generally between East Bakerview Road on the north, Division Street on the south, and Irongate Road on the east. The area's western boundary is approximately 1300 feet east of James Street.

Characterized by industrial development, the area is predominately flat with gentle rolling terrain along the northwest corner of the area. A portion of Baker Creek crosses the northwest corner of the area with well-defined banks and groves of trees.

Vegetation along the ravine consists of clusters of conifers and deciduous trees. Baker Creek should be protected and existing trees should be incorporated into landscaping designs when feasible. The area is served with sewer and water.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone (LII) as of the date of annexation may be allowed in this area. Those conditional uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation may be considered through the planned development process. Retail development not associated with industrial uses is prohibited. As development occurs, buffers separating industrial uses from adjacent residentially zoned land shall be required.

Properties need not abut a full standard street or sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval of the City's Public Works Department. Internal roads serving this industrial area include: Midway Land, Hammer Drive, Jill's Court and Baker Creek Place. Property owners shall deed these road rights-of-way to the City of Bellingham. The City shall own, operate, maintain, and improve these streets to all weather standards at no cost to the property

owners. The City would process building permits allowing street improvement standards recommended by and approved for this area by the City Public Works Department.

AREA 20 LAND USE DESIGNATION: INDUSTRIAL

Area 21

This area is approximately 156 acres located between East Bakerview Road on the north, Division Street on the South, and Hannegan Road on the east. Irongate Road forms the area's western boundary. Characterized by industrial development, some lots have been cleared for future development. The area is generally flat and is served with sewer and water.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing zone (GM) as of the date of annexation may be allowed in this area. Those conditional uses allowed in Whatcom County's General Manufacturing zone as of the date of annexation may be considered through the planned development process. Retail development not associated with industrial uses is prohibited in this industrial area.

Properties need not abut a full standard street. Property owners will not be required to sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval of the City's Public Works Department. Internal roads serving this industrial area include: Bakerview Spur, Irongate Road, Alpine Way, Ron Henifin Street and Midway Lane. Property owners shall deed these road rights-of-ways to the City of Bellingham. The City shall own, operate, maintain, and improve these streets to all weather standards at no cost to the property owners.

AREA 21 LAND USE DESIGNATION: INDUSTRIAL

Area 22

This area is approximately three (3) acres and is located at the southwest corner of the East Bakerview and Hannegan Road intersection. Currently, a service station and convenience store are located on the site. Any additional development of this area should be limited to uses that primarily serve the industrial businesses in the vicinity. All permitted and accessory uses allowed in Whatcom County's General Commercial (GC) zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's General Commercial zone as of the date of annexation may be considered through the planned development process.

AREA 22 LAND USE DESIGNATION: COMMERCIAL

Area 23

This area is approximately 89 acres located east of Hannegan Road and south of East Bakerview Road. Squalicum Creek flows from north to south bisecting the area generally into two sections. That portion of the area lying between Hannegan Road and Squalicum Creek is approximately 43 acres. Western Washington University operates an Environmental Education Facility along the ridge of the area adjacent to Hannegan Road. The southern portion of the area has industrial development including an asphalt plant and construction company taking access from Hannegan Road. A mixture of woodland and pasture vegetation dominates the area west of Squalicum Creek. That portion of the area lying east of the creek is approximately 46 acres, is developing with industrial uses, and takes access from East Bakerview Road. Twenty-six acres between Squalicum Creek and the abandoned railroad right-of-way were approved as the Bakerview Valley Industrial Park General Binding Site Plan GBS94-0003 that is hereby adopted by reference. A natural gas pipeline traverses the area in an east/west alignment, and a transmission oil pipeline extends in a north/south alignment through the Bakerview Valley Industrial Park. In 1994, at the request of Water District #16, the City of Bellingham assumed responsibility for providing water to customers formerly served by the district. This area has sewer and water services.

Improvements to Hannegan Road and East Bakerview Road should include managed access allowing one driveway per parcel with a minimum of 300 feet spacing between driveways and the intersection. Internal roads would meet City performance standards recommended for this industrial area, including 60 foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed storm water collection system. However, property located within the Bakerview Valley Industrial Park shall be developed according to the conditions adopted in GBSP94-0003, except from trails and buffers.

All permitted and accessory uses in Whatcom County's General Manufacturing zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's General Manufacturing zone as of the date of annexation may be considered through the planned development process. As development occurs, an open space corridor and trail system is recommended along Squalicum Creek and/or the old railroad right-of-way to connect areas within the Mount Baker Neighborhood to existing trail systems along Squalicum Creek and extending further out into the county to ultimately connect with the Bay to Baker Trail. Between the abandoned railroad right-of-way and East Bakerview Road, a 50-foot vegetative buffer along both sides of Squalicum Creek shall be maintained for fish and wildlife habitat. Pedestrian access shall not be allowed in this buffer.

AREA 23 LAND USE DESIGNATION: INDUSTRIAL

Area 24

This area is approximately 30 acres located generally between Ross Road (unimproved) on the north, East Bakerview Road on the south and Hannegan Road on the west. The terrain slopes gently to the east abutting the western edge of the Dewey Valley. Residentially zoned property lies east of the area adjacent to Ross Road, while industrially zoned property is adjacent to East Bakerview Road. Approximately 20 acres of this area are densely forested and undeveloped. A mixture of woodland and pasture vegetation dominates the northern portion and Squalicum Creek flows through the southeastern corner of the area. The area is vacant, except for a single-family dwelling taking access from East Bakerview Road.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation may be allowed in this area. Those conditional uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation may be considered through the planned development process. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses. The Squalicum Creek corridor should be protected.

Improvements to Hannegan Road and East Bakerview Road should include managed access allowing one driveway per parcel with a minimum of 300 feet spacing between driveways and from the intersection. Internal roads would meet City performance standards recommended for this industrial area, including 60 foot rights-of way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed storm water collection system.

AREA 24 LAND USE DESIGNATION: INDUSTRIAL

Area 25

This area is approximately 199 acres located north of Ross Road (unimproved) and includes property both east and west of Hannegan Road. The terrain is generally flat transitioning to gentle rolling hills to the west adjacent to Queen Mountain. Baker Creek, a year-round tributary of Squalicum Creek begins in the upland areas east of Hannegan Road and south of Kelly Road, and flows southward through the area. Baker Creek has steep banks along most of its reach, with a mixture of forest and pasture vegetation on the uplands. Some wetlands associated with the creek are located west of Hannegan Road. Although most of this area is presently characterized by single family dwellings and associated buildings including barns, garages, and sheds, portions of the area have been cleared for future industrial development. The area's larger parcels provide

for better site design options. Located east of Hannegan Road, adjacent to Ross Road (unimproved), is the Hannegan Speedway. The Speedway has been in operation since 1946 and is owned by the Mount Baker Motorcycle Club. It is listed as one of the 10 oldest motorcycle clubs in the United States.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing Zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's General Manufacturing zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor. Additional buffering may be required next to residential boundaries to the north, west and east especially for more intensive industrial uses.

Improvements on Hannegan Road include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways. Internal roads shall meet City performance standards recommended for this industrial area, including 60 foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed storm water collection system.

AREA 25 LAND USE DESIGNATION: INDUSTRIAL

Area 26

This area is approximately 44 acres located between Ross Road (unimproved) on the north and East Bakerview Road on the south. Hannegan Road is the area's eastern boundary. Baker Creek forms the area's northwestern boundary. The area is generally flat and characterized by existing industrial development, including manufacturing firms, a wood chipping operation, trucking company, construction, and other industrial businesses. Some vacant land has been cleared for future development. The area has city sewer and water.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing Zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's General Manufacturing zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor. Access to this area is from Hannegan Road and East Bakerview Road.

Improvements on East Bakerview Road and Hannegan Road shall include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways and from the intersection. Internal roads shall meet city performance standards recommended for this industrial area including 60 foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed storm water collection system.

AREA 26 LAND USE DESIGNATION: INDUSTRIAL

Area 27

This area is approximately 32 acres located north generally between Ross Road (unimproved) on the north and East Bakerview Road on the south. Baker Creek forms the area's southeastern boundary. The terrain is generally flat adjacent to East Bakerview Road and transitions to rolling hills toward the interior lots on the north. Queen Mountain forms a backdrop to the area. Presently, single family residences are located along the hillside and adjacent to East Bakerview Road. Several areas have been cleared for future development.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's Light Impact Industrial zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor and site design along Baker Creek. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses.

Improvements on East Bakerview Road shall include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways. As development or redevelopment occurs, internal roads shall meet City performance standards recommended for this industrial area including 60 foot rights-of way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed storm water collection system. Access to this area should be designed to separate industrial and residential areas and their associated traffic.

AREA 27 LAND USE DESIGNATION: INDUSTRIAL

Area 28

This area is approximately seven (7) acres located south of E. Bakerview Road, generally between the northern boundary of Irongate Industrial Park on the south and Baker Creek on the north. Baker Creek divides the parcels into residentially zoned property north of the creek, and industrially zoned property south of the creek. Generally flat, the terrain gently slopes toward Baker Creek. Existing groves of trees extend along the creek ravine and should be protected as development occurs. Special consideration should be given to site design along Baker Creek. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses.

Access to this area should be designed to separate industrial and residential areas and their associated traffic. Industrial vehicles shall not be allowed to access this area from the north across Baker Creek. Access to this area shall come from industrial roads.

AREA 28 LAND USE DESIGNATION: INDUSTRIAL

Area 29

This area is approximately eight (8) acres and is located between E. Bakerview Road on the north and Baker Creek on the south. The area is predominately flat with gentle rolling terrain adjacent to the creek. Baker Creek extends along the southern boundary of the area in a wide ravine with well-defined banks. Vegetation along the ravine consists of clusters of conifers and deciduous trees. As development occurs, Baker Creek should be protected and existing trees should be incorporated into landscaping designs when feasible. Characterized by single family development, this area allows from four to ten dwelling units per acre, and provides for up to 25% of the developed units to be in the form of multifamily units for property over two acres.

AREA 29 LAND USE DESIGNATION: SINGLE/MULTIFAMILY RESIDENTIAL, LOW TO MEDIUM DENSITY

Area 30

This 10-acre City owned property is located south of the old railroad right-of-way between James Street and Interstate 5. The parcel lies almost entirely within the floodway of Squalicum Creek as identified by the 1994 R.W. Beck floodplain study and is also affected by wetlands. The property was purchased by the City for use as a stormwater management and wetland mitigation site. A portion of the Squalicum Creek Trail may be located in this area.

AREA 30 LAND USE DESIGNATION: PUBLIC

Area 31

This publicly zoned property is approximately eight (8)-acres and is located east of the Irongate Road right-of-way near Squalicum Creek. The property is severely impacted by the Squalicum Creek floodplain and wetlands and has been purchased by the City for wetland mitigation, stormwater management and open space. Restrictions on the deed do not allow for use of this property as a park or for trail purposes.

AREA 31 LAND USE DESIGNATION: PUBLIC

Area 32

This approximately 27-acre property generally located at the southeast corner of Hannegan Road and the McLeod Road right-of-way is owned by the State Department of Natural Resources. The 1994 R.W. Beck study found that the Squalicum Creek floodplain, as well as wetlands restricts this property. Due to this finding, a Public, Open Space designation is appropriate.

AREA 32 LAND USE DESIGNATION: PUBLIC

Area 33

Area 33, located between James Street and Interstate 5, consists of approximately 14 acres. This area is comprised of the former State Department of Transportation site and the Pacific Insulation and mini-storage facility. The Department of Transportation filled much of the area. However, wetlands remain in the northwestern portion of the property. These wetlands should be retained.

AREA 33 LAND USE DESIGNATION: INDUSTRIAL

Area 34

This publicly zoned area is approximately 13.5 acres and defines the southern boundary of a portion of this neighborhood. The Railroad Trail and the Fever Creek Detention pond are located in this area.

AREA 34 LAND USE DESIGNATION: PUBLIC

Area 35

Area 35 consists of 43 acres and is the location of Northridge Park and associated greenway. Public and private pedestrian trails through out this area link properties to the north with the Railroad Trail.

Northridge Park, consisting of a passive park with trails, viewpoints, and picnic area is planned within this area. More intensive uses may occur as Area 4 is further

developed. Wildlife habitat and visual backdrop should be retained within the 43 acres. An existing trail exists adjacent to Klipsun Pond north of Barkley Boulevard in the southern portion of this area.

AREA 35 LAND USE DESIGNATION: PUBLIC

Area 36

This approximately 3-acre area is located at the southeast corner of East Sunset Drive and Woburn Street. Existing development in the area consists of two single-family homes. The area is generally flat, however drainage concerns addressed in Area 13A also apply to this area.

A Planned Commercial designation is appropriate for this site due to its proximity to the Sunset/Woburn intersection. Access to commercial uses shall be from Burns Street, a single joint driveway on Woburn Street, or may be provided through the industrial area to the east once access to that area is developed. Use of the existing driveway on Woburn Street will only be allowed if the driveway is moved northward to a location approved by the Public Works Department and if joint access is provided to serve the remaining properties in this area. Construction of Burns Street east of Woburn Street shall take place when demand warrants, as determined by the Department of Public Works. Property owners shall pay their fair share for the construction of this street at the time it's built.

AREA 36 LAND USE DESIGNATION: COMMERCIAL

Area 37

This area is approximately thirty-three (33) acres located generally between Mount Baker Highway on the north and McLeod Road on the south. It was annexed to the City in June 2001.

Located within the Squalicum Creek watershed, this area is characterized by gentle rolling terrain. Toad Creek, a year round tributary to Squalicum Creek, flows in a southeast / northwest alignment past the northeast corner of the area. This stream channel is deeply incised with high steep banks and slopes in excess of thirty percent along most of the stream reach. Existing groves of trees extend along the ravine and vegetation stabilizes the soils and limits erosion in this area. This stream corridor provides recreation opportunities for the surrounding neighborhood.

Property located adjacent to and north of Squalicum High School and identified as Tree Farm Lane is fully developed with 28 residences. Two underdeveloped parcel, one to the east and one west of Tree Farm Lane have the potential of developing up to 80 building lots with an added population of over 200 people. Nineteen residences are located next to Magrath Road.

The Bellingham School District acquired approximately 16 acres at the northern end of Area 37 next to and east of Magrath Road and north of Roma Road. This site is designated for a new elementary school and is intended to alleviate serious overcrowding in adjacent elementary school attendance areas. The new school site is being annexed at comparable county zoning, and should be rezoned to a Public designation through the annual Neighborhood Plan Amendment process. Scheduled to open in the fall of 2002, the school will have a student population between 450 and 500 students and about 60 staff. Development of this property with the elementary school will be designed to limit impacts on adjacent residential areas. No direct vehicular access to Mount Baker Highway from Magrath Road will be allowed.

The new elementary school will provide indoor and outdoor recreation facilities including ball fields and play equipment for use by the surrounding neighborhood. Other open space areas and natural trail systems extend along Toad Creek and adjacent to private property east of the elementary school site. These areas may provide opportunities for recreation. Steep slopes within the creek corridor prevent easy access to the school from planned subdivisions in the vicinity of Britton Loop Road.

AREA 37 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

As adopted by Ordinance No. 8868 and amended by Ordinances 8946, 8995, 9174, 9271, 9601, 9697, 9705, 9713, 10521, 10658, 1998-11-087, 2001-06-040, 2002-09-062, 2004-12-087, and 2006-12-123.