

SEHOME NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

Its physical location on Sehome Hill is a big part of the Sehome Neighborhood's character. Sehome Hill is a steep bedrock formation rising 650 feet from Bellingham Bay with a northeasterly bearing series of ridges reflecting the underlying rock formations. The top of the hill is largely undeveloped. It is owned by Western Washington University and the City of Bellingham, who have agreed to jointly dedicate much of the hilltop as a native arboretum for plant species indigenous to this region. This natural area forms a backdrop for the Sehome Neighborhood, which is located on the north and east sides of the hill. While there are relatively level "bench" areas without views, much of this neighborhood has excellent views of Bellingham to the north, over Bellingham Bay, or toward Mount Baker in the east.

Sehome is also one of Bellingham's older neighborhoods. Much of the area is within the former Town of Sehome, one of several towns, which consolidated near the turn of the century to become the City of Bellingham. Platting and development of Sehome was a consequence of the discovery of coal, and development generally proceeded southerly and easterly from the bay. Over 80 percent of the housing in the Sehome Neighborhood is over 20 years old, and much of it is at least 50 years old. There are many large, architecturally impressive houses of historical value in the older residential part of the neighborhood.

All residential areas have mature landscaping and there are several tree-lined arterials, which are highly valued by the residents. While most of the yards and homes are well maintained, there are exceptions, primarily rental units. The housing is generally in sound condition or in need of only minor repair throughout the neighborhood. Less than six percent of the housing is dilapidated, or in need of major repair. The houses in poor condition are mostly either in close proximity to Western Washington University, or in areas where office uses are increasing.

Being one of the City's older and more centrally located residential neighborhoods, approximately 90 percent of the neighborhood (excluding Sehome Hill Park) is developed, and the population density is among the highest of the city's neighborhoods. This is due, in part, to the conversion of many of the larger old homes close to Western Washington University into boarding houses and apartments. There are almost 200 multi unit structures in the neighborhood, but over half of these are three units or less. These are mostly older homes with boarders or which have been converted to apartments. There are fewer than 20 apartments with nine or more units. These vary in age, and many are located in the northwestern part of the neighborhood, to capitalize on the views over Bellingham Bay.

Being one of the city's more "urbanized" residential neighborhoods, Sehome is also relatively well off as far as public utilities are concerned. Streets, sanitary sewers, storm sewers, and water lines were provided in the early part of the century. Trunk

lines for the underground utilities have been upgraded over the years, and they are generally in good condition. Most of the streets are concrete with curbs, gutters and sidewalks. They are in good condition, except that most of them are too narrow by today's standards. The critical arterial streets have been widened over the years, but most of the residential streets are 18 to 24 feet wide from curb-to-curb. This information is documented for part of the neighborhood in the Northeast Sehome Hill Area report (1970). With parking allowed on one side of the street, the streets are not wide enough for two cars to safely pass each other. This is generally perceived as an asset by residents, because it slows traffic on those residential streets.

NEIGHBORHOOD PLAN PROPOSALS

II OPEN SPACE

Because the area is developed to such a large degree, open space opportunities are more limited in the Sehome Neighborhood than in other parts of town. The area does have an outstanding open space asset in Sehome Hill Arboretum and Park. The area to the southeast of Liberty Street is presently a City owned park. The area to the north of Liberty Street as well as the western side of the hill is a designated arboretum established by an interagency agreement between the City of Bellingham and Western Washington University, both of which own land within the arboretum. The City owned area is mostly steep land, not suited to development. Only a small area at the southern end of Sehome Hill, close to Sehome High School, is developed as a recreational facility. The Sehome Hill Arboretum Master Plan (1978), done for the Arboretum's Board of Governors, recommends:

THE TRAIL UP THE ALLEY BETWEEN LIBERTY AND MASON SHOULD BE CLEARED OF BLACKBERRIES AND THE TRAIL EXTENDED TO MYRTLE TO PROVIDE ACCESS TO SEHOME HILL ARBORETUM AND PARK FROM THE NEIGHBORHOOD.

THE TRAILHEAD AT THE TOP OF JERSEY STREET SHOULD BE REDESIGNED TO IMPROVE ITS APPEARANCE, AND TO EXCLUDE MOTORCYCLE AND BICYCLE TRAIL USE. AN ENTRY SIGN IS ALSO RECOMMENDED.

Other recommendations are made in the Arboretum Master Plan, which generally promote the maintenance of the area in its natural condition, and encourage passive use of the arboretum for educational and recreational purposes.

Besides Sehome Hill Park/Arboretum, there are two other existing parks within the Sehome Neighborhood. These are Laurel Park and Forest and Cedar Park. Both of these areas are two acres, or one half block in size. There is some play equipment at Forest and Cedar Park, but it is mostly old and there are drainage problems, which make the park unusable for much of the year.

Laurel Park is virtually undeveloped, being a large grass field with a few trees and a bank around its edges.

BOTH LAUREL PARK AND FOREST AND CEDAR PARK SHOULD BE IMPROVED TO BETTER SERVE A BROADER RANGE OF INTERESTS.

The old Franklin School site is located in the adjacent York Neighborhood. The City has recently acquired that two acre site as a future neighborhood park. Residents of the single family portion of the Sehome Neighborhood especially identify with that site as a future neighborhood park.

There was considerable sentiment in the Sehome Neighborhood for the acquisition of a small "play lot" park site in a location central to the single family residential area. Franklin School site is separated from that part of the neighborhood by heavily trafficked Ellis Street. Laurel Park is separated by Indian Street. A smaller park located within the neighborhood was popular with the residents. This park need not be highly developed, but just be "a place for children to play." Low maintenance and natural landscaping should be primary design considerations for park development.

A SMALL PLAY LOT PARK AREA SHOULD BE ACQUIRED WITHIN THE SINGLE FAMILY RESIDENTIAL AREA OF THE SEHOME NEIGHBORHOOD.

Open space involves more than just parks. Another open space concept is the maintenance of natural greenbelt areas where they serve a function throughout town. In some cases these greenbelts might be required as buffers between adjacent incompatible uses. An opportunity for this kind of buffer exists in the Sehome Neighborhood between the single family residential area along 34th Street and the commercial development on Samish Way.

A BUFFER OF VEGETATION SHOULD BE MAINTAINED AND ENHANCED WHERE NECESSARY BETWEEN THE SAMISH WAY COMMERCIAL AREA AND THE ADJACENT RESIDENTIAL NEIGHBORHOOD. THE 35TH STREET RIGHT-OF-WAY BETWEEN BYRON AND CONSOLIDATION SHOULD REMAIN UNDEVELOPED AND THE VEGETATION SHOULD REMAIN.

The existing street trees are a valued element of the neighborhood character in the Sehome area - as evidenced by the neighborhood's recent successful effort to retain the trees along Chestnut Street when that street was widened. The City's Street Tree Plan (1975) makes specific recommendations for the maintenance or establishment of street trees. That plan generally recommends that street trees be planted along the city's arterials.

Within the Sehome Neighborhood:

IT IS RECOMMENDED THAT HIGH PRIORITY BE GIVEN TO PLANTING STREET TREES ALONG E. MAPLE/SAMISH WAY, HOLLY STREET AND STATE STREET. THE EXISTING TREES ON GARDEN STREET SHOULD BE PRESERVED AND ADDED TO, ALSO.

STREET TREES SHOULD BE PLANTED AS PART OF ANY MAJOR NEW ARTERIAL DEVELOPMENT - SPECIFICALLY, ANY IMPROVEMENTS WHICH MAY OCCUR ON STATE AND ADJACENT STREETS.

III. PUBLIC FACILITIES AND UTILITIES

Fire Hall

The City fire hall at the corner of Maple and Indian Streets is scheduled to be phased out by the Fire Department. They plan to consolidate that station with the Prospect Street Station downtown at a new station/headquarters building in the York Neighborhood.

The Sehome Neighborhood presently has no public building or church, which is convenient to the area - especially the single family residential area of the neighborhood. Much interest has been expressed within the neighborhood for using the fire hall as a community center if and when the Fire Department moves out. The condition of the building and the uses to which it could be put would have to be considered, but:

IT IS RECOMMENDED THAT CONSIDERATION BE GIVEN TO USING THE MAPLE STREET FIRE HALL AS A COMMUNITY CENTER IF AND WHEN THE FIRE DEPARTMENT MOVES ITS OPERATIONS FROM THE SITE.

Drainage

As mentioned in the neighborhood character section, most of the neighborhood has adequate utilities. There is a conspicuous exception where storm drainage is concerned, however, as 34th Street has no storm sewer, and run-off from Sehome Hill is often too great for the roadside ditches. Drainage is viewed as a problem in the area.

STORM SEWERS SHOULD BE INSTALLED ALONG 34TH STREET, ESPECIALLY IF MORE CONSTRUCTION OCCURS ON THE UPHILL SIDE OF THE STREET.

Water

An additional water transmission line should be developed on the north side of Sehome Hill (along Myrtle Street) before 1990. This is the only significant water distribution problem in the Sehome neighborhood.

Western Washington University

Although they are not within the neighborhood, there are Western Washington University parking lots contiguous to the neighborhood boundaries. These lots are presently unlandscaped, and are consequently a less attractive element of the area than they could be.

IT IS RECOMMENDED THAT THE WESTERN WASHINGTON UNIVERSITY PARKING AREAS CONTIGUOUS TO THE SEHOME NEIGHBORHOOD BE LANDSCAPED TO PROVIDE A VISUAL BUFFER TO ADJACENT RESIDENTIAL AREAS.

MAP, SEHOME ARTERIAL ROUTES

IV. CIRCULATION

Arterials

In most of the city's residential neighborhoods major arterials are looked at as an unwanted intrusion into the area. While the benefits of these busy streets do not offset their negative impacts to the adjacent neighborhoods, they are needed for citywide traffic circulation purposes. This situation is even more apparent in the Sehome Neighborhood since it is adjacent to Bellingham's Central Business District (CBD) and Western Washington University, and is impacted by the areas' unusual and less than ideal street patterns, caused by uncoordinated platting in the towns of Whatcom and Sehome.

The solutions to routing large volumes of traffic into, out of and around the CBD, are limited by those street patterns. The City committed itself to a one-way street system as the CBD's traffic solution 11 years ago in conjunction with the City's existing Comprehensive Plan. That system has resulted in Chestnut Street - which had been a typical, narrow residential street - becoming a three lane high volume one-way arterial couplet with Holly Street.

HIGH VOLUME ARTERIAL STREETS SHOULD, WHEREVER POSSIBLE, CIRCUMVENT ESTABLISHED RESIDENTIAL AREAS. WHERE CONSTRUCTION OF AN ARTERIAL THROUGH A RESIDENTIAL AREA IS THE BEST ALTERNATIVE IN TERMS OF CITYWIDE CIRCULATION, THEN UTMOST CARE SHOULD BE EXERCISED TO INSURE THAT NEGATIVE IMPACTS ARE MINIMIZED.

Besides the two one-way couplets (Chestnut/Holly and State/Forest), Ellis/E. Maple/Samish Way is the other primary arterial in Sehome. It is a four to five lane commercial arterial which has been widened incrementally over the last several years and should not require street widening in the near future, although improvements to the Maple, Ellis, Mason intersection may soon be warranted.

Garden Street is designated and functions as a secondary arterial through the Sehome Neighborhood. It is presently 32 feet wide, providing one parking lane and two 12 foot traffic lanes. Traffic volume in 1977 was an average of 8,500 cars per day. Since the bypass between Garden and Highland was constructed and High Street was closed to traffic moving through the campus, Garden has taken much of the traffic which once used Indian. Population projections for the South Hill and Sehome Neighborhoods and the university show very little projected growth in the near future, however. Traffic volumes on Garden Street should not increase disproportionately. There are many large, healthy trees and old, historic houses along the street, and the "streetscape" of this street has been noted as a valued part of the Sehome Neighborhood's character.

GARDEN STREET SHOULD NOT BE WIDENED. THE TREES WITHIN THE PLANTING STRIPS SHOULD BE RETAINED.

Indian/High Streets from Holly to WWU and Maple Street north of Garden Street are presently designated neighborhood collectors in the Sehome Neighborhood. Maple Street between Ellis and Indian, even as a one-way street, serves as a sub-collector street for the single family residential area up the hill between Jersey and Liberty Streets. The one-way designation of Maple Street is a remnant of the one-way street system which had it paired with Chestnut Street. Ellis Street improvements have made the Ellis to Holly route a more attractive through route than Maple.

MAPLE STREET SHOULD BECOME A TWO-WAY STREET. THERE SHOULD BE NO WIDENING OR REMOVAL OF PARKING ON MAPLE, AND EXISTING MATURE STREET TREES SHOULD BE RETAINED.

Residential Streets

The only two areas in the Sehome Neighborhood which are designated for single family residential use are Areas 11 and 14 as shown on the Land Use Map. Area 11 is predominantly developed with fully developed streets running up the hill. Although these streets have curbs, storm drainage and sidewalks, they are 18 to 20 feet wide. By current standards, they are too narrow to safely accommodate parking and two lanes of traffic. They are fully developed, however, and the area is currently close to being fully developed. There are limited opportunities for more development at the uphill extremities of these streets. To build those new streets to current standards would be detrimental to the character of the area.

ANY NEW OR IMPROVED STREET IN AREA 11 OF THE SEHOME NEIGHBORHOOD SHOULD BE 24 FEET WIDE WITH CURBS, STORM DRAINAGE, WIDE PLANTING STRIPS (WHERE TOPOGRAPHY ALLOWS) AND SIDEWALKS OR A PAVED PATH.

Area 14 has a very different character and degree of right-of-way improvements. Much of the area is platted in small lots but there is little development, with a very rural character. The roads are 16 to 20 feet wide, with no gutters, storm sewers, or sidewalks.

RESIDENTIAL STREETS IN AREA 14 SHOULD BE 28 FEET WIDE WITH CONCRETE CURBS, STORM DRAINAGE, PLANTING STRIPS, AND A SIDEWALK ON AT LEAST ONE SIDE.

Many of the alleys in the Sehome Neighborhood are substandard. A high percentage of the alleys are gravel and that gravel often makes its way onto streets which the alleys cross. This is especially a problem in areas where the alleys go directly down the steep hillsides. Some erosion and gulying occurs in these steep gravel alleys.

Bicycle Facilities

A 1978 report entitled Bicycle Facilities Planning, done for the Bellingham Office of Planning and Community Development, details on both a five and a 25 year focus what actions are required to provide a safe and adequate citywide bicycle transportation system.

The general focus of the five year program is to provide for safe cycling on existing streets, while the 25 year focus is a combination of bikeways and open space and greenbelts that will serve as both a recreational facility as well as a transportation system.

The recommendations presented here are excerpted from that report and are included to present the type of development that will be required in the neighborhood to meet its aforementioned five and 25 year goals.

The five year plan identifies primarily on-street improvements, and the ones that relate to the neighborhood are as follows:

THE SOUTHBOUND CORNER OF N. STATE AT WHARF STREET SHOULD BE WIDENED TO PROVIDE ROOM FOR BICYCLES AND AUTOMOBILE TRAFFIC.

THE ENTRANCE TO WESTERN WASHINGTON UNIVERSITY'S VISITOR PARKING LOT ON GARDEN STREET BETWEEN CEDAR AND PINE STREETS SHOULD BE PAVED. GRAVEL FROM THAT ENTRANCE FORCES NORTHBOUND BICYCLES TO SWERVE DANGEROUSLY INTO THE CENTER OF THE ROAD.

A SIGN WARNING THAT THERE IS BICYCLE TRAFFIC SHOULD BE INSTALLED ON OAK STREET EASTBOUND AT THE CORNER OF HIGH STREET.

THE SIDEWALK ALONG THE WEST SIDE OF GARDEN STREET FROM LAUREL TO CEDAR SHOULD BE WIDENED TO TEN FEET WHERE IT CAN BE DONE WITHOUT REMOVING EXISTING STREET TREES. RAMPS AT THE ENTRIES AND STREET CROSSINGS, REGULATORY SIGNING GUIDING BIKES TO THE SIDEWALK, AND STRIPING DESIGNATING A FOUR FOOT PORTION OF THE SIDEWALK FOR NORTHBOUND BICYCLE TRAFFIC SHOULD ALL BE DONE WITH THE SIDEWALK WIDENING.

BICYCLES SHOULD BE PROVIDED FOR IN ANY NEW ARTERIAL CONSTRUCTION OR IMPROVEMENT. EITHER 15 FOOT OUTSIDE LANES SHOULD BE BUILT OR 11 FOOT WIDE SHARED USE LANES SHOULD BE SIGNED, AS RECOMMENDED IN THE CITY'S BICYCLE FACILITIES PLANNING STUDY.

FIVE FOOT SHOULDER LANES SHOULD BE STRIPED ON COLLEGE PARKWAY. BIKE SIGNING SHOULD BE USED ONLY IF THE NEED BECOMES APPARENT.

SIGNS SHOULD BE INSTALLED ON ELLIS/E. MAPLE/SAMISH WAY (WHERE NARROW 11 FOOT OUTSIDE LANES EXIST) WHICH INDICATE THAT BICYCLISTS SHOULD USE THE FULL RIGHT LANE AND MOTORISTS SHOULD CHANGE LANES TO PASS BICYCLES.

STORM GRATES ON CHESTNUT (EAST OF GARDEN) AND ELLIS/E. MAPLE/SAMISH WAY SHOULD BE MARKED WITH WARNING STRIPING AS SHOWN IN THE BICYCLE FACILITIES PLANNING DOCUMENT, TO REDUCE BICYCLE ACCIDENTS.

The 25 year plan identifies primarily off-street bicycle facilities related to greenbelts and trail corridors. Those proposed in this neighborhood include:

A CONNECTOR PATH SHOULD BE CONSTRUCTED ON THE LAUREL STREET RIGHT-OF-WAY BETWEEN JERSEY AND INDIAN STREETS WHICH IS GRADE-SUITABLE AND WIDE ENOUGH TO ACCOMMODATE BICYCLES. CURB CUTS SHOULD BE PROVIDED ON THE JERSEY STREET ENTRANCE.

A BICYCLE PATH SHOULD BE CONSTRUCTED FROM THE END OF 34TH STREET TO COLLEGE PARKWAY. THIS WOULD EXTEND VIA UNDEVELOPED ALLEYS AND RIGHTS-OF-WAY TO 32ND STREET SOUTH OF COLLEGE PARKWAY, PROVIDING AN OFF-ARTERIAL ALTERNATIVE TO SAMISH WAY.

Pedestrian Facilities

Because of its proximity to both the university and the downtown area, the Sehome Neighborhood is an area where pedestrian amenities are important. Much of the high density part of the neighborhood is rentals and rooming and boarding houses. Students living in this area and in adjacent areas outside the neighborhood walk to classes at the university. A good number of the residents of the single family area work at the university, also, and walk to work. High school students from the area walk down 34th Street to Sehome High School, and a fair number of the area's residents as well as students living at the university walk downtown from or through the neighborhood.

PEDESTRIAN CIRCULATION SHOULD BE FACILITATED THROUGHOUT THE NEIGHBORHOOD, PARTICULARLY ON JERSEY, MYRTLE, GARDEN, LAUREL, MASON, CHESTNUT, PINE AND 34TH STREETS.

PEDESTRIAN FACILITIES SIMILAR TO LAUREL STREET BETWEEN GARDEN AND HIGH STREETS (ONLY BETTER GRADED FOR BICYCLES, WHERE FEASIBLE) SHOULD BE CONSTRUCTED ON PINE BETWEEN GARDEN AND FOREST, AND, OF LESS PRIORITY, ON MYRTLE BETWEEN JERSEY AND INDIAN.

PEDESTRIAN FACILITIES SHOULD BE EXTENDED UP LIBERTY TO THE APARTMENT COMPLEX AT THE TOP OF THE STREET.

MAP, SEHOME LAND USE

V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

This is a relatively steep hillside area facing Bellingham Bay. The predominant land use is single family with over 75 percent of the residential structures single family homes. Apartments have been built along Garden Street to capitalize on the outstanding view. Over ten percent of the structures - mostly older single family homes - are in dilapidated condition or in need of major repair. This is one of the older parts of the Sehome Neighborhood, and there are several large, old houses.

AREA 1 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 2

As is most of Sehome Neighborhood, this area is on a hillside, with relatively level benches broken by steep hillside areas. Just over 50 percent of this area is still single family with approximately one quarter in apartments and the remainder in two unit structures, mostly converted older houses. There are several relatively new 15 to 20 unit apartments along Indian. Approximately six percent of the housing in this area is in dilapidated condition or in need of major repairs. These are mostly old houses on Forest and Indian Streets. Some of the neighborhood's older structures are in this area. There are buildings of historical and architectural significance within this area, which should be treated with sensitivity.

AREA 2 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 3

This is a generally level area, with steep hillside on its southern portion. The area is used primarily for commercial and semi-commercial purposes now (there are residential units on the second floor of one building). The property is on State Street and includes most of the area around the State/Boulevard/Ivy intersection.

AREA 3 LAND USE DESIGNATION: COMMERCIAL

Area 4

This is a long, narrow strip half a block wide along both State and Holly Streets. Existing uses are predominantly commercial, with several auto oriented commercial uses along both these streets. Both streets are also major traffic corridors feeding into Bellingham's Central Business District. A significant impact on the overall impression of Bellingham would be made by improving the visual impact of these streets.

AREA 4 LAND USE DESIGNATION: COMMERCIAL

Area 5

The two and a half square block area along Forest Street from Laurel north to Area 6 is a moderately sloping hillside facing Bellingham Bay. There are presently scattered offices - primarily medical and dental health care related uses - as well as several public or semipublic buildings. These make up over 25 percent of the uses of the area. Half of the uses in the area are single family residences - mostly older homes in fair condition. The remaining uses are multi unit residences. Structures of historical significance have been identified within this area.

AREA 5 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 6

This half block area is presently a developed City park. It is mostly level with a steep bank on the uphill side of the park. There are slumping and drainage problems associated with the bank.

AREA 6 LAND USE DESIGNATION: PUBLIC

Area 7

This is an area four blocks long and one block wide on either side of High Street from Chestnut Street to Ivy Street. There are approximately 100 apartment units and 40 single family residences within the area, mostly in good condition. There is a break in topography along the northern boundary of the area, which is capitalized on by apartments of varying sizes, age and condition. High Street is 22 and 24 feet wide with parking allowed on one side. There is extensive on-street parking in this area.

Development occurring at a density of 2,000 square feet per unit need not be reviewed through a discretionary process if all requirements of the Residential Multi regulations are met. Views are of significant value in this area; therefore, environmental review requirements applying to view impacts should be met.

Boarding and rooming houses shall provide one parking space per bedroom to help alleviate on-street parking problems. This requirement can be imposed either through site plan or conditional use review.

Development occurring at a density between 2,000 and 1,000 square feet per unit can be accommodated in this area if reviewed through the planned process. The following

issues should be addressed during this process:

- Existing curb cuts should be closed when possible and alley access encouraged.
- More on-site parking can be accommodated by increasing the percentage of compact spaces which may be provided to 50% and eliminating the five foot landscaped strip required between parking areas and property lines. The maximum number of parking spaces possible should be provided on-site.
- Whenever an increase in the number of units is requested for an existing building, which does not presently provide adequate parking, additional parking should be required to meet full code requirements for the entire building.
- Given the ownership patterns and lot sizes, flexibility should also be granted from the standard Planned Residential setbacks. This can be achieved by using Residential Multi setback requirements during the planned review process.
- Building heights should be limited to 35 feet for height definition No. 1 and 20 feet for definition No. 2. While not eliminating potential negative impacts on view, this limitation should not further exacerbate the problem.

AREA 7 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 8

This is another half block sized City park. It is a level grassy area with no developed facilities.

AREA 8 LAND USE DESIGNATION: PUBLIC

Area 9

This is a relatively level area which includes St. Luke's Hospital, the Chestnut Medical Center, KVOs television station, three office/commercial uses, approximately 35 single family residences and ten buildings with more than one living unit - mostly old houses converted to duplexes. The condition of the residential structures varies. Most are in good to fair condition. Chestnut Street bisects this area. All other streets are fully developed narrow residential streets. Access to commercial or multiple unit residential structures should, wherever possible, be consolidated and should not impact adjacent residential areas. Maple Street, especially, should have minimal direct access to development in this area, since it is narrow and serves as a sub-collector for the single family area (Area 11) to the southwest.

AREA 9 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 10

Owned by Western Washington University and the City of Bellingham, this area is primarily steep undeveloped land. The area is used for arboretum and park purposes, as well as being the location of a water reservoir and a broadcast tower.

AREA 10 LAND USE DESIGNATION: PUBLIC

Area 11

On the northeasterly slope of Sehome Hill, this area has excellent view to the north and east over most of Bellingham and the surrounding foothills and mountains. Sehome Hill Arboretum/Park abuts the area on the uphill side. The area is separated from high density uses to the north by a sharp break in topography. The area is 95 percent single family homes - mostly older, but in good condition. As an exception to other areas in the Sehome Neighborhood, the multi unit structures are generally newer buildings built as duplexes or apartments, rather than old houses converted to apartments.

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

Area 12

This area includes the lots, which face Maple Street on the north side of the street between Key Street and Ellis Street. Those lots, which face Ellis also are not included. There are presently nine single family homes and an office in the area. All the structures but one are in good to fair condition. They are all older houses. This area is meant to help serve as a buffer between the single family area to the south and the more intensive office uses to the north.

AREA 12 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 13

This area includes the Bellingham Fire Department's Maple Street Station.

AREA 13 LAND USE DESIGNATION: PUBLIC

Area 14

This area is atypical of the residential areas in the Sehome Neighborhood in that there are large amounts of undeveloped, privately owned land. Development predominantly consists of single family residences, although there is a duplex and part of a trailer court within the area. The existing homes are also newer than in other parts of the neighborhood and are in good to excellent condition. The undeveloped area is a very steep part of Sehome Hill with shallow soils over the sedimentary bedrock. There are significant drainage problems in this area. On the other side of this secluded neighborhood is Samish Way with its commercial development. Access to this area is off Samish Way via Otis, Abbott or Consolidation. Due to intersection safety considerations, Byron Street is one-way into the area off College Parkway. Laurel Street also connects with Otis, providing a circuitous route out of the area on narrow residential streets. The undeveloped land in the northernmost part of this area has a fairly large percentage of less steep land. It is also platted in large lots - approximately one acre in size. Access to this area would have to be via Newell or perhaps Otis or Abbott via 34th. These are all either narrow residential streets which should not be widened, or are substandard streets with poor intersections with Samish Way.

AREA 14 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 15

This is a small area along Otis Street and on the western side of the north end of 34th Street. It is on a gently sloping hillside facing Samish Way. There is presently one 31 unit apartment, a duplex, part of a trailer court, and nine single family houses. All are in good condition and are of varying ages.

AREA 15 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 16

This area along Samish Way is used primarily as Tourist Commercial. There are still several single family houses, but a large percentage of the uses in the area are commercial.

AREA 16 LAND USE DESIGNATION: COMMERCIAL

As adopted by Ordinance No. 8868 and amended by Ordinance Nos. 8946, 9093, 9106, 9474 and 2004-12-087.