

SUNNYLAND NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

The Sunnyland Neighborhood is bounded by Cornwall Avenue on the west, Interstate-5 on the east, North Street/Ellis Street on the northwest and the commercial/industrial area adjacent to Whatcom Creek on the south. The area north is further extended to residential uses along Illinois.

The dominant features of the neighborhood include Assumption school and church, Bellingham High and Sunnyland Elementary Schools, the Whatcom Emergency Communications Center and fire training facility, Memorial Park, and light industrial uses in the southern area along Ohio Street and north of Whatcom Creek.

This light industrial zone has experienced substantial commercial development since the adoption of the 1980 Comprehensive Plan. This development has been concentrated along the James Street corridor. In addition, considerable light industrial development has occurred along Ohio Street following the major street improvements.

The northern section of the neighborhood contains low density residential uses, and the western part to higher density residential uses. The residential character of this neighborhood is generally one of single family structure and two-story older homes, with many of the families of the neighborhood having lived there for many years.

History

The Sunnyland Neighborhood is made up basically of the First Addition to New Whatcom (platted 1889) and the Sunnyland Addition (platted in 1908). The northwest section of the area borders at Ellis and East North Street with the Broadway Park Plat. Broadway Park developed after the turn of the century as a prestigious Bellingham neighborhood. Most of Sunnyland north of Carolina was purely residential. Although some homes were built in the late 1800's, most were built in the 1920's.

Sites of local historic interest include Sunnyland Park, the second oldest park in the city. This was created in 1889 when three blocks were set aside by P. B. Cornwall, president of the Bellingham Bay Improvement Company. A portion of that park is still undeveloped north of Memorial Park. The Union Iron Works Foundry, built in 1907 at 1900 Grant Street, is a good example of local industrial architecture of that period. The foundry is typical of many supporting or auxiliary industries that blossomed as a result of the large logging industry at the turn of the century. Assumption Church, 2116 Cornwall, is one of the largest and finest Gothic revival church buildings in Bellingham.

In the early 1980's a number of street improvements were done through the Community Development Block Grant Program. These improvements included the reconstruction of

Humboldt, King, Connecticut, Grant, Iron and Franklin Streets as well as improvements to storm drainage on Virginia and Iron Streets.

Housing

Many of the homes in the neighborhood have been well maintained, while others are showing signs of aging and disrepair. The northern section of the neighborhood is a particularly strong residential area that housing rehabilitation projects would well serve. Because of its convenient location, generally well maintained homes, and the existence of much of the needed physical plant - such as utilities, street, and sanitary sewers - investment to upgrade the neighborhood would be a prudent program by the city.

The vacant land inventory conducted in 1995 identified the potential for 148 additional residential units in the neighborhood. The majority of the potential building sites are located in Area 4 which is zoned Residential Multi-Duplex, though approximately one third are potential single family sites.

II. OPEN SPACE

The Sunnyland area currently has very little in the way of open space. Bellingham High and Sunnyland Elementary Schools, and Sunnyland Memorial Park offer some open space but they have little value to the public or wildlife in their current condition. Whatcom Creek also provides open space and trails. All of these features could be further expanded and improved. Street trees are also needed throughout the neighborhood.

Sunnyland Memorial Park is an existing City owned open space area that could be better utilized and expanded in connection with Sunnyland Elementary School. The Sunnyland school site, at 3.2 acres, is considerably smaller than is needed for adequate play space. The School District should be involved with the neighborhood and the City Parks and Recreation Department in planning for how Sunnyland Memorial Park and Sunnyland School could better serve community needs.

The north part of the park is currently undeveloped and could be used for supervised outdoor classroom study because of the native vegetation and bird life that exist there. The south part of the park is an open grassy area that is partially used by the Sunnyland Elementary School students as an additional play area.

BETTER UTILIZATION OF OPEN SPACES AND RECREATIONAL OPPORTUNITIES AROUND SUNNYLAND ELEMENTARY SCHOOL SHOULD OCCUR THROUGH A JOINT CITY/SCHOOL DISTRICT/NEIGHBORHOOD PLAN.

The neighborhood needs and desires more parkland. Several possibilities exist along the abandoned railroad right-of-way south of Alabama and west of James Street. These could serve the densely developed residential neighborhood of Area 4 which currently has no open space opportunities with the exception of Sunnyland Memorial Park. Because the park is located in the northeast portion of the Sunnyland Neighborhood, getting to it means crossing the two busy arterial, Alabama and James Street.

ACQUIRE LAND AND DEVELOP A NEIGHBORHOOD PARK, IN THE RESIDENTIAL AREA SOUTH OF ALABAMA STREET AND WEST OF JAMES STREET WHERE THERE IS NO OPEN SPACE.

Access to existing and proposed trails in the vicinity of the neighborhood should be improved. The Railroad Trail can be accessed from King Street in the northeast portion of the neighborhood. The South Bay trail crosses Whatcom Creek in the southwest corner of the neighborhood, and the proposed Whatcom Creek Trail will follow the neighborhood's southern boundary right along the creek. Signage for access will help the neighborhood and others to better utilize the trail network developed by the City Parks and Recreation Department.

PROVIDE A TRIALHEAD AND SIGNAGE AT MEMORIAL PARK FOR ACCESS AND DIRECTIONS TO THE RAILROAD TRAIL, SOUTH BAY TRAIL, AND WHATCOM CREEK TRAIL

If Kentucky and Virginia Streets continue to be the boundary between the zoned residential area and the zoned industrial area landscaping, beautification, and open space enhancement should be encouraged in order to separate the two.

III. PUBLIC FACILITIES AND UTILITIES

There are two public schools located in the Sunnyland Neighborhood: Sunnyland Elementary and Bellingham High School.

Sunnyland Elementary School, located on James Street, was built in 1954 with additions in 1961 and 1978. Its three acre site, containing the 174,000 square foot building and two portable classrooms, is considerable smaller than the district's recommended size for elementary schools (10 acres). This deficiency is partially alleviated by its location adjacent to the five-acre Sunnyland Memorial Park. Enrollment figures show that Sunnyland Elementary was 54 students over capacity during the 1994-95 school year. The school district's 1993 Capital Facilities Plan identified the need for additional classrooms, additional small group discussion space, larger library space, a separate computer space, a larger administration area, a faculty workroom and more storage space.

Bellingham High School, on Cornwall Avenue, contains three buildings constructed in 1938, 1958 and 1961. Its 12.5 acre site is substandard in size when compared to the district standard for high schools of 20 acres. Enrollment figures show the school was 242 students over capacity in the 1994-95 school year. A third high school, scheduled to open in 1999, will address the capacity issues at the high school level. The 1993 Capital Facilities Plan for the district identified the need for eight new classrooms, a new gymnasium, additional space for support services, a larger cafeteria and other improvements. The School District is currently preparing a bond measure for voters to fund renovation of Bellingham High School.

The neighborhood is in fairly close proximity to other public facilities in the downtown, such as the library and city hall, and it is well served by bus service along Alabama and James Streets. The WhatCom Emergency Communications Center/Fire Training Center is located in the 300 Block Alabama Street. This complex is in a former fire station building and is inadequate to meet current and future needs. The facility is in a residential neighborhood and training exercises create a high noise impact on surrounding properties. Lot size and classroom size are inadequate and restricted by What-Com Communications Center use. A modern training center (possibly in conjunction with proposed north fire station) with classrooms, offices, and facilities for simulating fireground conditions is needed. Street and storm drainage improvements to the neighborhood were targeted in the late 1970's and early 1980's. Substantial gains were made in improving a previously inadequate drainage system. However, improvements are still needed.

INDUSTRIAL STANDARD STREETS SHOULD BE CONSTRUCTED TO SERVE THE INDUSTRIAL AREA, IN CONFORMANCE WITH AN OVERALL CIRCULATION PLAN.

CITY OWNED PROPERTY ALONG OHIO STREET SHOULD BE SCREENED OR OTHERWISE IMPROVED IN APPEARANCE.

A NEW FIRE DEPARTMENT TRAINING FACILITY IS NEEDED, POSSIBLY IN CONJUNCTION WITH DEVELOPMENT OF A NEW STATION IN THE NORTHERN PART OF THE CITY.

MAP, SUNNYLAND ARTERIAL ROUTES

IV. CIRCULATION

Arterials

The James Street/State Street connector forms the principal north-south arterial in the interior of the Sunnyland Neighborhood carrying in excess of 18,000 vehicles per day on James Street. The James Street/State Street connector functions as one of the primary access points to the Central Business District from the Interstate 5 corridor at Sunset Drive. Interstate 5 forms the eastern boundary of the neighborhood while the secondary arterial Cornwall Avenue forms a significant portion of the western boundary. East and west circulation is achieved by three well-spaced secondary arterials including Sunset Drive on the northern edge, Alabama Street in the central portion of the neighborhood, and Ohio Street near the southern end of the neighborhood. Grant Street between Ohio and Kentucky Streets is designated as a collector arterial to serve the industrial area while a portion of Meador Avenue serves as a secondary arterial at the southern extremity of the neighborhood connecting Grant Street to James Street.

IT SHOULD BE NOTED THAT THROUGH TRAFFIC ON ELLIS STREET HAS BEEN DE-EMPHASIZED BY THE PLACEMENT OF TRAFFIC CIRCLES, BARRICADES AND STOP SIGNS. ELLIS IS NO LONGER AN ARTERIAL STREET IN THIS NEIGHBORHOOD.

Existing Deficiencies

According to the results of the transportation system analysis completed for the 1995 Bellingham Comprehensive Plan, the following transportation facilities are currently operating below the adopted level of service (LOS) standard. Potential mitigation is also identified where feasible.

1. **The Sunset/I-5 overpass.** Lack of roadway width and closely-spaced ramps cause traffic congestion and delays along Sunset Drive (SR 542) and occasionally on I-5. The project will widen the overpass to a multi-lane configuration in concert with future plans to widen the Interstate through Bellingham. Construction scheduled to conclude in 1996.
2. **King Street, Ohio to Iowa.** This one-block link experiences lower levels of service primarily because of intersection problems at King and Ohio. Located in conjunction with the interstate southbound off-ramp, signalization of this intersection presents negative effects in the form of freeway backups due to the length of the ramp and sight distance concerns due to the ramp curvature. Southbound traffic on King experiences excessive delays because of the existing geometry. Mitigation of this deficiency is complex and will require major interchange restructuring. Therefore, this link was recommended for an LOS F designation in the comprehensive plan.

3. **James Street, Ohio to Meador.** This link operates below LOS E due to road and bridge widths within the section. Intersection deficiencies at Ohio and James also contribute to lowering the LOS. This section comprises only one link in the route which is deficient along its entire length from James/Ohio to Lincoln/Lakeway. Mitigation of this deficiency can best be addressed by improvements to the Ohio/James intersection as physical limitations along the route restrict width/lane improvements.

Projected Deficiencies

The following facilities were identified during the comprehensive planning process as potentially dropping below the adopted service level by the year 2000:

1. **Ohio/King intersection.** This intersection presents multiple traffic conflicts due to proximity to the freeway, sight distance impairments, and high-use driveways. It is also one of the city's high accident locations. Mitigation of this deficiency will be extremely difficult to resolve due to interchange configuration. Therefore, this intersection was recommended for an LOS F designation in the comprehensive plan.
2. **Ohio/James intersection.** The proximity of this intersection to the Ohio/King and Ohio/State intersections requires a systems approach to traffic signal management. Even so, this intersection will operate below LOS E. Therefore, this intersection was recommended for an LOS F designation in the comprehensive plan.

Projected Deficiencies in 2015

The following facilities were identified as potentially dropping below the adopted service level by the year 2015:

1. Alabama Street, Girard to Orleans.
2. Sunset Drive, Ellis to James Street.

Neighborhood Street Standards

Residential streets are intended to provide abutting properties with "local access and routing" to the transportation grid. Many of the streets in the Sunnyland Neighborhood now have oil mat surfaces, are in poor repair, have open drainage ditches, none existent or broken sidewalks, no on-street parking and are difficult and expensive to maintain.

CONSTRUCTION OF STORM DRAINAGE SYSTEMS TO ALLEVIATE THE STORM DRAINAGE PROBLEMS SHOULD BE AN ONGOING PROJECT UNTIL ALL DRAINAGE DITCHES ARE REMOVED.

THE ABOVE IMPROVEMENTS SHOULD BE PART OF THE NEIGHBORHOOD STREET IMPROVEMENTS PROGRAM TO INCLUDE STREETS, CURBS, GUTTERS, SIDEWALKS AND PARKING ON BOTH SIDES OF THE NORTH SOUTH STREETS AND AT LEAST ON ONE SIDE OF THE EAST WEST STREETS. STREET STANDARDS SHOULD BE 28 FEET FROM CURB TO CURB WITH STREET LIGHTING AT ALL INTERSECTIONS. SIDEWALKS ON TEXAS STREET FROM JAMES STREET TO CORNWALL AVENUE SHOULD BE PROVIDED.

WHENEVER STREETS ARE CONSTRUCTED OR UPGRADED, THEY SHOULD BE DEVELOPED TO FULL DESIGNATED STANDARDS.

CITY STAFF SHOULD CONTINUE WORKING WITH THE SUNNYLAND SCHOOL STAFF AND PTA TO ENSURE DESIGNATED SAFE SCHOOL ROUTES FOR CHILDREN WALKING TO SUNNYLAND ELEMENTARY SCHOOL ARE REVIEWED ANNUALLY AND UPDATED AS NEEDED.

Bicycle and Pedestrian Facilities

Although bicycle and pedestrian facilities are limited at this time, the neighborhood presents several excellent possibilities for bicycle and walking facilities; most significant of which is the abandoned railroad right-of-way traversing the neighborhood from southwest to northeast. Small portions of this route have been improved just south of Sunnyland Elementary School including security fencing to provide safer crossing of Interstate 5 along the old railroad right-of-way.

THE DEVELOPMENT OF THIS OLD RAILROAD CORRIDOR SHOULD BE VIGOROUSLY PURSUED TO PROVIDE A CONNECTION FOR BICYCLES AND PEDESTRIANS BETWEEN THE SOUTH BAY TRAIL AND THE RAILROAD TRAIL.

ELLIS STREET SHOULD BE ENCOURAGED AS A NORTH/SOUTH BICYCLE ROUTE THROUGH THE NEIGHBORHOOD.

THE SURFACE OF THE TRAIL/PARKING LOT SHOULD BE IMPROVED FROM MAYBERRY BRIDGE TO ELLIS STREET.

A CURB CUT SHOULD BE PROVIDED ON KING STREET AT THE TRAILHEAD BETWEEN CONNECTICUT STREET AND MARYLAND STREET.

PAVE THE TRAIL FROM THE PEDESTRIAN BRIDGE OVER I-5 TO KING STREET THROUGH THE SOUTH PART OF MEMORIAL PARK.

MAP, SUNNYLAND LAND USE

V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

The Sunnyland Neighborhood is divided into two predominant general land use types, low density residential and light industrial, with some neighborhood commercial development around the James and Alabama intersection.

The Sunnyland Neighborhood contains a mix of land uses and is heavily impacted by the railroads dividing the area. The zoning boundaries are somewhat irregular because development patterns have occurred along the diagonal line of the railroad and along James Street. However, development appropriate to each zone is sufficiently solid in the residential and industrial areas to preclude adjusting the boundary between them. The land use recommendations conform closely to the existing zoning for the entire neighborhood.

EXISTING NEIGHBORHOOD ZONING BOUNDARIES SHOULD BE MAINTAINED AND REINFORCED BY VISIBLE PHYSICAL SEPARATION WHERE POSSIBLE.

An explanation for each land use classification on the attached map follows:

Area 1

The northern section of the neighborhood is single family in character. It is recommended that this use continue with a single family density of 5,000 square feet per home.

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

Area 1A

This area includes those properties adjacent to Sunset Drive. It is characterized by deep, narrow lots, which are greater than 10,000 square feet. In addition, four nonresidential uses occupy a large portion of this area. The recommended minimum lot size of 10,000 square feet is consistent with the minimum lot sizes for the properties across Sunset Drive.

AREA 1A LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 2

These public lands include Sunnyland Elementary School, Memorial Park, and Sunnyland Park.

AREA 2 LAND USE DESIGNATION: PUBLIC

Area 2A

AREA 2A LAND USE DESIGNATION: PUBLIC

Area 3

Development in this area includes Assumption Church, Clause Meats, Bunk's Medical Center, and the Trinity Lutheran Church parking lot. The remainder of the area is developed with single family homes, the majority of which are renter occupied. An "offices allowed" designation is recommended for the corridor to encourage the rehabilitation of the existing housing stock and other vacant, formerly retail structures. Properties north of Carolina Street shall be required to obtain a Conditional Use Permit prior to the development of offices.

In order to minimize the impacts of office development on the surrounding neighborhood, special consideration should be given in the conditional use and building permit review processes. Ingress and egress should be limited to the alley. Parking should be located to the rear of the buildings. In some cases, parking may be appropriate along the side of buildings. Parking should not be located between the building and Cornwall Avenue unless no other options exist. Building and parking lot lighting shall be directed away from abutting residential uses. In addition, signage shall be limited to one sign, which may be indirectly lighted during business hours, not to exceed sixteen (16) square feet in area per sign face. Sign message shall be limited to name/address of use only. Roof signs and internally lighted signs shall be prohibited.

AREA 3 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 3A

The property located at the northeast corner of Alabama Street and Cornwall Avenue has an extensive history of commercial development. Existing development on the site includes a neighborhood scale grocery store and a hair salon. To insure continued compatibility with the adjacent residential uses, commercial development or redevelopment should be limited to those uses which serve a neighborhood function. Special care should be taken to limit the impacts of any development. Ingress and egress shall be limited to existing curb cuts, and building and parking lot lighting should

be directed away from adjacent residential uses. Lights from headlights of cars accessing the site shall also be screened through perimeter screening as needed. In the event the existing building is destroyed or removed and redevelopment of the site with commercial uses occurs, public review should be provided through the planned contract process. A reduction in the required setbacks may be administratively approved with additional street tree planting of one tree per 25 feet of frontage along Cornwall Avenue and Alabama Street and screening as defined in the Land Use Development Ordinance along the rear and side yards. This commercial area should not be expanded.

AREA 3A LAND USE DESIGNATION: COMMERCIAL

Area 4

The central section of the neighborhood, between the Industrial area and Alabama and the land east of James Street, is also predominantly single family, but includes duplexes as well. The density recommendation is 6,000 square feet for a duplex. Most lots in the area are 5,000 square feet, which is the recommended minimum for single family dwellings. The existing boundary between the residential and industrial areas should be firmly maintained.

Many detached accessory buildings exist in this area. These buildings may be converted to dwelling units if the minimum lot size requirement of 6,000 square feet is satisfied and a Conditional Use Permit is granted. Requirements for duplex development, such as parking and usable space shall be satisfied.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 5

The commercial area around the James and Alabama intersection is intended to serve neighborhood oriented businesses. However, commercial uses have extended south along James Street into the industrial zone with little differentiation in type. It is recommended that the railroad right-of-way serve as a firm buffer between the businesses and the residential zones to the north (east of James Street). This Neighborhood Commercial area should not be increased in size.

AREA 5 LAND USE DESIGNATION: COMMERCIAL

Area 5A

This area consists of five residentially developed lots located at the northeast corner of Texas and Iron Streets. Due to their proximity to and impacts from adjacent commercial development, a limited range of commercial use has been provided to allow for economic reuse of the site. Using this approach, these properties will serve as a transition area between the residential uses to the south and west and the commercial development to the north and east. The recommended planned use qualifier allows for additional site plan review, including opportunities for input from surrounding residents.

To insure that future development and reuse is compatible with the surrounding residential development, uses will be limited to those which are neighborhood scale. Commercial ingress and egress should be oriented to the alley east of the site. Building and parking lighting shall be designed to avoid impacts on adjacent housing. Hours of operation shall be consistent with the predominantly residential character, limited to 6:00 a.m. to 12:00 p.m., unless otherwise approved through the planned contract process. Signs shall be subject to Neighborhood Commercial standards and internally lighted signs prohibited. Administrative variances to reduce 20 foot building setback requirements along Texas and Iron Streets are encouraged where attractive street buffers are substituted (at least one tree per 25 feet of frontage.) This Neighborhood Commercial zone should not be expanded in size.

AREA 5A LAND USE DESIGNATION: COMMERCIAL

Area 5B

Property at the northwest corner of Alabama and James Street has been part of a nine acre Neighborhood Commercial node for a number of years. A restaurant occupied this corner in the 1980's moving directly across Alabama Street in 1987. Georgia Pacific Employees Federal Credit Union purchased the corner property in 1987, operating out of an existing building. Its current structure was built in 1989. The credit union purchased property to the north in 1987 to improve access to the site from James Street and to provide parking on site for its customers. A requested rezone from Residential Multi-Duplex to Neighborhood Commercial was approved at that time with the condition that the added area could be used for access and parking only.

Since 1987, growth in the surrounding area and traffic improvements as far north as Sunset Drive have resulted in increased traffic volumes on James and Alabama Streets. In 1998, additional area owned by the credit union to the north and west was the subject of an additional rezone request. While valid concerns were raised about any further expansion of Neighborhood Commercial zoning, the credit union was seen as a generally compatible use adjacent to abutting residential areas due to its hours of operation (Monday through Friday, 8:00 a.m. to 6:00 p.m.) and its attention to adequate buffering and overall development standards. In order to offset the potential effects of

Neighborhood Commercial area expansion and remain consistent with the plan language discouraging further expansion of this Neighborhood Commercial node, use qualifiers and conditions were added to a new Area 5B.

The relatively low-level impact of the existing financial institution on adjacent residential areas was a significant factor in approving the expanded area. Some uses were therefore, eliminated from the list of permitted and conditional uses generally provided for in the Neighborhood Commercial Zone. Any change in use shall be further evaluated for its consistency with the intent of protecting neighborhood character and the quality of adjacent residential areas, and requested uses may be eliminated or conditioned as a result through the planned process. The Planned use qualifier will allow for additional site plan review, including opportunities for input from surrounding residents.

To ensure that development and reuse of the site is compatible with the surrounding residential development to the north and west, a number of design and development standards were added to this area. Those standards are listed in the Sunnyland Neighborhood zoning section of the Land Use and Development Code.

AREA 5B LAND USE DESIGNATION: COMMERCIAL

Area 6

This area contains a mix of residential, commercial and light industrial uses. Since the adoption of the 1980 Comprehensive Plan the area has seen new development, as well as conversions of existing residential structures.

Because of the small lot size and the type of development in this area, the 25 foot setback and associated wall of trees which is required for industrially zoned properties which abut properties with a commercial, residential or public use type should be eliminated when these properties are developed with uses permitted under the neighborhood commercial zoning. In order to protect the residentially zoned properties, only parking may be allowed in the 25 foot setback and a screen as defined in the Land Use Code must be provided along the property line adjacent to the residential use type.

AREA 6 LAND USE DESIGNATION: INDUSTRIAL

Area 7

This area consists of Bellingham High School and its playfields.

AREA 7 LAND USE DESIGNATION: PUBLIC

Area 8

This area includes the Washington State Department of Transportation's Office which is also used as a storage area for road equipment.

AREA 8 LAND USE DESIGNATION: PUBLIC

Area 9

The area includes the Whatcom Emergency Communications Center and fire training facility.

AREA 9 LAND USE DESIGNATION: PUBLIC

Area 10

This small subarea is located on the north side of Alabama and on both sides of King Street. While concerns regarding the expansion of strip commercial development make the area unsuitable as a Neighborhood Commercial designation, multi-family residential or office development is appropriate. Proposals within this area should provide access from King Street or the alley between James and King, and provide buffering and setbacks between residential and office properties.

AREA 10 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 11

This small subarea of approximately .37 acres is located on the southeast corner of James Street and East North Street. While concerns regarding the expansion of strip commercial development make the area unsuitable for inclusion in the Neighborhood Commercial zone, a mixed zoning designation that allows for office uses is appropriate.

In order to protect the adjacent residential properties, special consideration should be given during the building permit review process. Careful review of siting and lighting for

the proposed building and parking areas should be incorporated into the site plan process. Primary ingress and egress should be from East North Street, with limited access to the alley. No curb cuts will be allowed on James Street. A visual buffer should be provided between the property and the adjacent residential uses across the alley.

AREA 11 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

As adopted by Ordinance No. 8868 and amended by Ordinances 8946, 8931, 9421, 9739, 10235, Resolution 56-93, Ordinance 10744 and 2004-12-087.