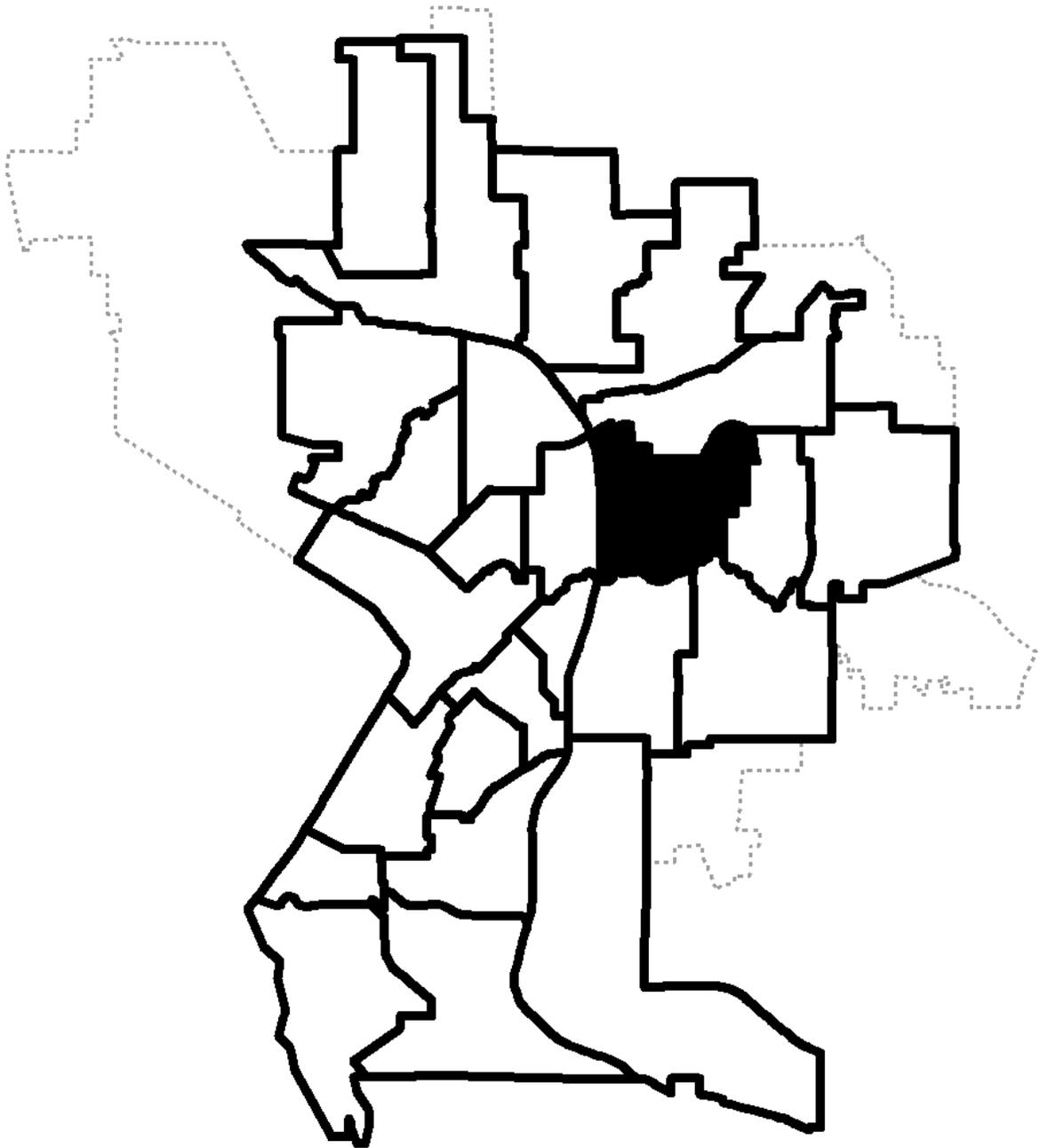




City of Bellingham Neighborhood Plan **ROOSEVELT**



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

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

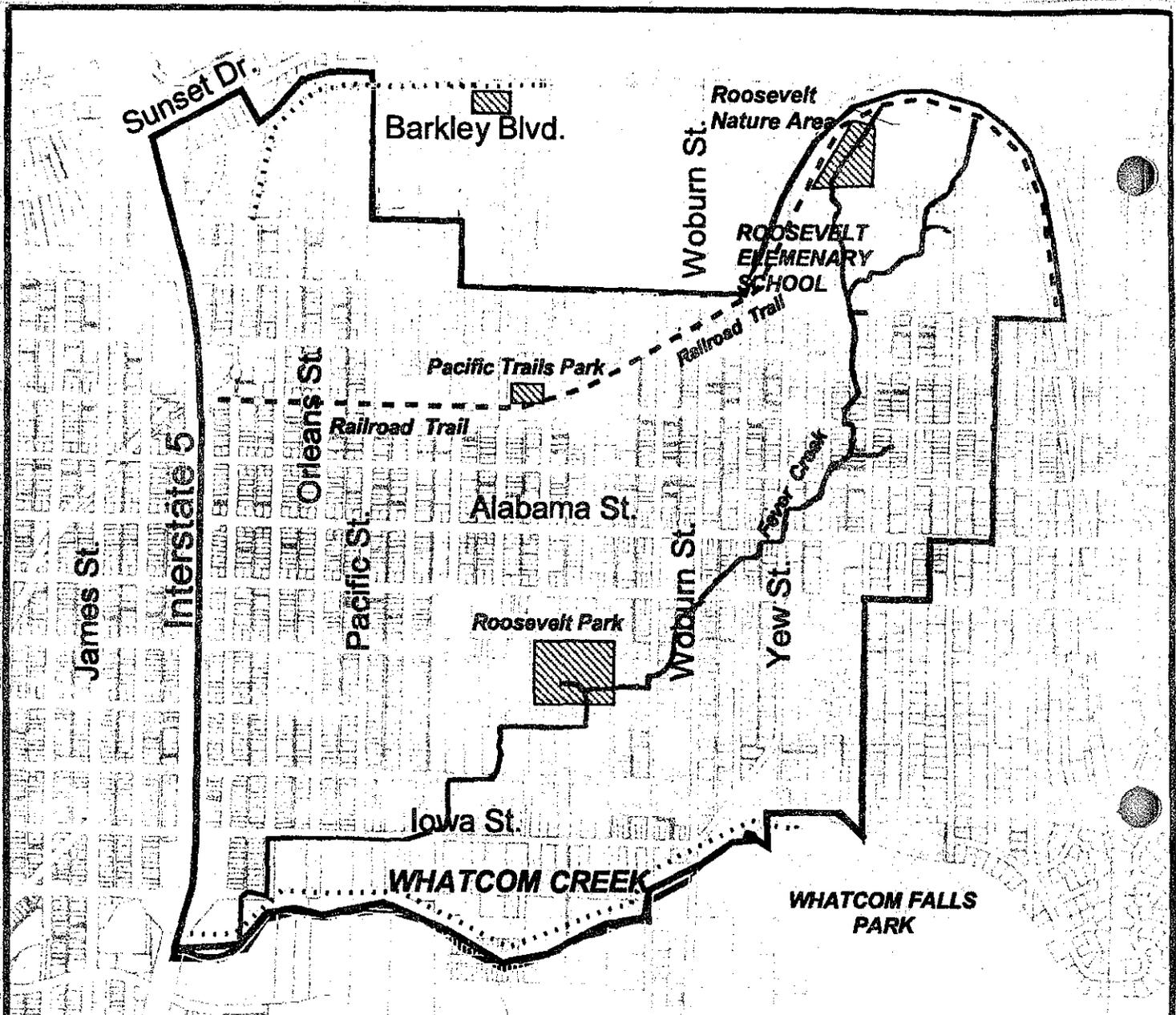
Neighborhood Plan Update: Periodically, individual neighborhood plans merit a complete update due to changes of conditions in the neighborhood and/or the City. A complete neighborhood plan update can be a complex process requiring a great deal of time, public participation, and planning staff resources.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

ROOSEVELT NEIGHBORHOOD PLAN

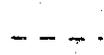
I. NEIGHBORHOOD CHARACTER

The Roosevelt Neighborhood is bounded by Interstate 5 on the west; Whatcom Creek on the south; Sunset Drive, E. Illinois Street, and the Railroad Trail on the north; and Huron and Michigan Streets on the east. The gentle slope along the northern boundary of the neighborhood creates properties with pleasing views of Bellingham and the Bay to the west. Within these boundaries the Roosevelt Neighborhood is, in every sense of the word, diverse. Land use ranges from single-family residential to industrial. There are concentrations of old and new housing units. Styles vary from 100-year old single family homes to modern apartment complexes. Though styles vary houses and apartments in the Roosevelt Neighborhood are generally well maintained. The Light Industrial area is not without its own mix, with uses ranging from automobile dealerships and warehouses to office development.

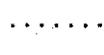
Land in Roosevelt began being subdivided and developed as early as 1889 when the western portion of the residential area was platted. Since that time, portions of the area have continued to be platted with small lots. The total number of residential units in the Roosevelt Neighborhood at the end of 1995 was 2,157. The majority of recent growth has been in the number of multi-family units, with a total of 903 units in 1995, almost double the number recorded in 1987. Single family and duplex development has been minimal with 1,254 total units in 1995, only 45 units greater than in 1987. The 1995 Vacant Land Inventory identified the potential for 646 additional multi-family or duplex units in the neighborhood.



Public Open Space and Parks



Existing Pedestrian Trail



Proposed Pedestrian Trails

OPEN SPACE AND WATERWAYS

ROOSEVELT NEIGHBORHOOD

CITY OF BELLINGHAM



PLANNING AND COMMUNITY DEVELOPMENT
JUNE 1997



II. OPEN SPACE

Several significant open space features are found in the Roosevelt Neighborhood. The Railroad Trail, which occupies the former Burlington Northern Railroad line, connects Whatcom Falls Park to the proposed South Bay Trail west of Interstate 5. This trail is well used by cyclists and pedestrians and traverses residential neighborhoods, the Fever Creek Wildlife Pond, wetlands, forests and fallow fields, a large shopping center, and Roosevelt Elementary School. Not only does this trail provide a recreational experience, but also serves as an important wildlife link to adjacent corridors and open space.

THE RAILROAD TRAIL SHOULD BE UPGRADED AND IMPROVED WITH NEW SURFACING TO ACCOMMODATE INCREASED USE.

NATIVE LANDSCAPING ALONG THE RAILROAD TRAIL SHOULD BE ENHANCED TO IMPROVE WILDLIFE HABITAT AND TRAIL USER EXPERIENCE.

Some open space south of the Railroad Trail, between Roosevelt Elementary School and St. Clair Street, has been acquired by the City, adding land to the Greenways system. In addition, school district property north of the Roosevelt Elementary School complex, known as the Roosevelt Nature Area, has been targeted for habitat enhancement and interpretive projects, which could be used by schools, neighbors, and trail users. Roosevelt Elementary School students have worked on environmental studies available right outside their doors. A portion of this area will be re-created as a wetland to satisfy mitigation requirements for wetland impacts at Squalicum High School.

THE OPEN LANDS AROUND ROOSEVELT ELEMENTARY SCHOOL SHOULD BE PLANNED AND DEVELOPED JOINTLY AS RECREATIONAL AND EDUCATIONAL OPEN SPACE BY THE CITY AND THE BELLINGHAM SCHOOL DISTRICT

A TRAIL SHOULD BE BUILT CONNECTING THE RAILROAD TRAIL TO THE SUNSET COMMERCIAL AREA UTILIZING THE OLD CHICAGO MILWAUKEE RAIL LINE.

Fever Creek, another important attribute in the neighborhood, flows in its natural channel from its headwaters north of the Railroad trail, but becomes culverted and channelized downstream of Alabama Street. The Fever Creek Wildlife Pond, a 3-acre site created as a wetland mitigation requirement, is adjacent to the trail and has become a popular destination for people and wildlife. An interpretive sign describing wetland ecology should be placed at the site. In order for Fever Creek to once again support trout and salmon downstream, the creek will have to be restored to a more natural channel. Development has left little or no buffer along the creek. Therefore, it does not serve as a wildlife corridor or recreational opportunity. Enhancement projects on Fever Creek are needed.

AN INTERPRETIVE SIGN SHOULD BE PLACED AT THE FEVER CREEK WILDLIFE POND THAT DESCRIBES THE IMPORTANCE OF WETLANDS TO PEOPLE AND WILDLIFE.

FEVER CREEK SHOULD BE RESTORED TO ONCE AGAIN SUPPORT FISH. BUFFER ENHANCEMENTS AND REMOVING CULVERTS ARE NEEDED FOR FISH HABITAT IMPROVEMENTS.

The Whatcom Creek corridor, which forms the southern boundary of the neighborhood, is the other significant attribute of the Roosevelt Neighborhood. Forming a greenbelt from the 245-acre Whatcom Falls Park near its headwaters to the Maritime Heritage Hatchery and Park at the mouth, Whatcom Creek has always played a major role in the City of Bellingham. Because of the creek's connection to adjacent wetlands, forest, and other open space, the corridor also plays an important role for many of the wildlife species still found in the City.

The 1989 City of Bellingham Shoreline Master Program requires a 50' setback along this stretch of Whatcom Creek. Within this setback, the City Parks Department has proposed a bicycle and pedestrian path opening up this area for recreational use. Preservation of large trees and restoration of riparian vegetation and habitat are also a part of the trail proposal.

ACQUIRE, PRESERVE, AND ENHANCE A GREENBELT ALONG WHATCOM CREEK, INCLUDING DEVELOPMENT OF A MULTI-USE TRAIL.

Frequent flooding problems in this stretch of Whatcom Creek were significantly reduced through structural modifications during the 1980's, and improvements continue to be made. Planting trees and native shrubs along the creek continues to be done by volunteer groups as well as through City requirements to offset the impacts of nearby development. Water quality problems may continue but the City Stormwater Ordinance now requires treatment of runoff water before it enters the creek. In August 1996, a fish ladder was installed by a local service group over a 90-year old sewer line that crosses Whatcom Creek, which had blocked upstream fish passage. Further water quality and fish habitat improvements are needed to improve the viability of the Whatcom Creek corridor.

PROVIDE CONTINUED WATER QUALITY AND FISH HABITAT IMPROVEMENTS IN WHATCOM CREEK.

Parks in the neighborhood include Pacific Trails Park located along the Railroad Trail and

Toledo Street, and Roosevelt Park. In addition, the proposed Boys and Girls Club south of Roosevelt Park will provide much needed recreational opportunities for children and teenagers in the area, and will generate increased use of Roosevelt Park.

AN AUTOMATED IRRIGATION SYSTEM SHOULD BE INSTALLED AT THE ROOSEVELT PARK BALLFIELD. THE BASKETBALL COURTS SHOULD BE RELOCATED NEAR THE PROPOSED BOYS AND GIRLS CLUB FOR BETTER SUPERVISION AND TO AVOID CONFLICT WITH PLAYGROUND USE.

As new development occurs and the population increases the neighborhood will require more open space/recreational land. Additional sites will not only serve the recreational needs of a growing neighborhood but also aid in the protection of valued aesthetic amenities associated with green, open spaces.

In the remaining undeveloped, unplatted residential areas, open space dedication, or fees in lieu of dedication, should be a required part of plat approval. It is intended that by designating particular future open space patterns and areas, a more usable and integrated open space system can be achieved concurrent with development. Many of the open space patterns follow old railroad rights-of-way and stream corridors. Stream corridors are a recreation resource and have value as wildlife areas. Because much of the neighborhood is already platted, implementation of the open space plan is largely dependent upon the City acquiring such sites. Acquisition of parklands in the Roosevelt Neighborhood is identified in the 1994 Open Space, Parks, and Recreation Master Plan.

OPEN SPACE SITES SHOULD BE ACQUIRED TO SERVE THE GROWING NEEDS OF THE ROOSEVELT NEIGHBORHOOD.

IMPLEMENTATION OF THE OPEN SPACE PLAN SHOULD OCCUR ALONG WITH THE PLATTING AND DEVELOPMENT OF UNDEVELOPED LANDS.

In order to minimize the potential problems inherent in the boundaries between land uses of different intensities, vegetated buffers are proposed at those boundaries. While most of these buffers are dealt with in the neighborhood plan, there are occasional opportunities to create or preserve such buffer areas through open space designation.

IT IS RECOMMENDED THAT A TREED BUFFER BE INSTALLED ALONG CAROLINA STREET TO SEPARATE INDUSTRIAL USES FROM LESS INTENSE RESIDENTIAL USES.

Buffering of adjacent areas from the view, noise, and odor of Interstate 5 is another concern, which relates to visual open space and quality of life.

A LANDSCAPED BERM AND/OR BUFFER INCLUDING EVERGREEN TREES SHOULD BE MAINTAINED OR ENHANCED ALONG THE LENGTH OF INTERSTATE 5 THROUGH THE RESIDENTIAL PORTIONS OF THE NEIGHBORHOOD AND REMAINING PORTIONS OF THE INTERSTATE 5 CORRIDOR SHOULD BE WELL LANDSCAPED INCLUDING EVERGREENS.

III. PUBLIC FACILITIES AND UTILITIES

Drainage

The Roosevelt Neighborhood is drained by Whatcom Creek and its tributary Fever Creek. Significant efforts have been made to decrease flooding potential in the neighborhood. While some of the severe drainage problems have been dealt with, continued efforts are needed to maintain the major drainage ways in an open state. As street systems are developed or redeveloped, drainage should be closely evaluated. To accommodate present and future drainage needs of the Roosevelt Neighborhood, the City's Watershed Master Plan (1995) recommends several actions in the Roosevelt Neighborhood.

THE WATERSHED MASTER PLAN (1995) RECOMMENDS THAT NECESSARY STORM SEWERS WITH RUN-OFF CONTROL SHOULD BE INSTALLED AT FUTURE DEVELOPMENT SITES. CREEKS SHOULD BE MAINTAINED PREDOMINANTLY IN THEIR NATURAL CONDITION AS MAJOR DRAINAGE FACILITIES.

In 1982 the City adopted FEMA floodplain management regulations Citywide, including the Whatcom Creek basin. These regulations provide limitations on the location of fill and structures to maintain the flood carrying capacity of Whatcom Creek. Unfortunately, many structures already located in the Whatcom Creek floodplain are subject to periodic flooding. In order to alleviate these problems, and in conformance with the 1973 Comprehensive Drainage Plan, structural modifications were made to Whatcom Creek to relieve flooding.

Realizing the value of the natural drainage ways as they contribute to the "character" of the neighborhood, and as they lessen the need to provide expensive sewer systems, the following recommendation is made for the Roosevelt Neighborhood:

FEVER CREEK, FROM THE OLD MILWAUKEE RAILROAD RIGHT-OF-WAY TO WOBURN STREET, SHOULD BE PROTECTED FROM ENCROACHMENT BY DEVELOPMENT AND PRESERVED AS AN OPEN DRAINAGE WAY. OTHER NATURAL DRAINAGE WAYS SHOULD BE PRESERVED WHENEVER POSSIBLE.

Water Distribution System

Water service and fire flow is provided by two water pressure zones located within the

Roosevelt Neighborhood. Both the North gravity system and the Dakin-Yew pressure zone supply the required flows to this area. The Dakin-Yew zone only supplies a small area along the eastern boundary when elevations become too great for the North zone system.

The utility infrastructure for future development is not fully in place for some areas located north of Alabama Street and west of Woburn Street. These properties require water main extensions to facilitate development. The industrial area south of Alabama Street and west of Woburn Street may require some system upgrades as future infill occurs. Recent water main replacements to the area north of Indiana Street and west of Orleans Street has provided the necessary fireflow for the present zoning needs of that area.

The management of the water system in this area will need continual supervision as many of the water mains are reaching their life expectancy and may require replacement.

Sanitary Sewer System

The majority of the neighborhood is served by sanitary sewer with only a small portion north of Alabama Street and west of Woburn Street without sewer service. This area needs to extend existing sanitary mains for service and these sewer improvements will come about with infill development of vacant land.

Because this area has a sanitary system newer than most within the City of Bellingham, replacement and rehabilitation may not be required as soon as some other neighborhoods. Maintenance should be able to handle any immediate concerns that arise from inspections or surveys. The sanitary sewer trunk system, which is located at the far southern section of the neighborhood, should be adequate for future upstream developments.

Schools

Children from the Roosevelt Neighborhood attend Roosevelt and Sunnyland Elementary Schools, Kulshan and Whatcom Middle Schools, and Bellingham High School. Many elementary children must walk to school along major arterials and high traffic volume streets. Concern has been raised about elementary school children walking along, and having to cross major arterials, such as Alabama, James, Orleans, Woburn, and Iowa Streets. The Safe School Routes Program has addressed portions of these problems by identifying alternate routes and installing new sidewalks along a number of streets.

TO PROMOTE BETTER SAFETY FOR CHILDREN WALKING TO SCHOOL, ALTERNATE ROUTES SHOULD BE IDENTIFIED AND SIDEWALKS SHOULD BE PROVIDED ALONG DESIGNATED SAFE SCHOOL ROUTES.

The Roosevelt Neighborhood is the home of the Whatcom Transit Authority bus terminal and Public Works Maintenance and Operations facility.

TO LESSEN THE IMPACT ON ADJACENT RESIDENTIAL AREAS, BUFFERING SHOULD BE PLACED AROUND THE CITY MAINTENANCE AND OPERATIONS

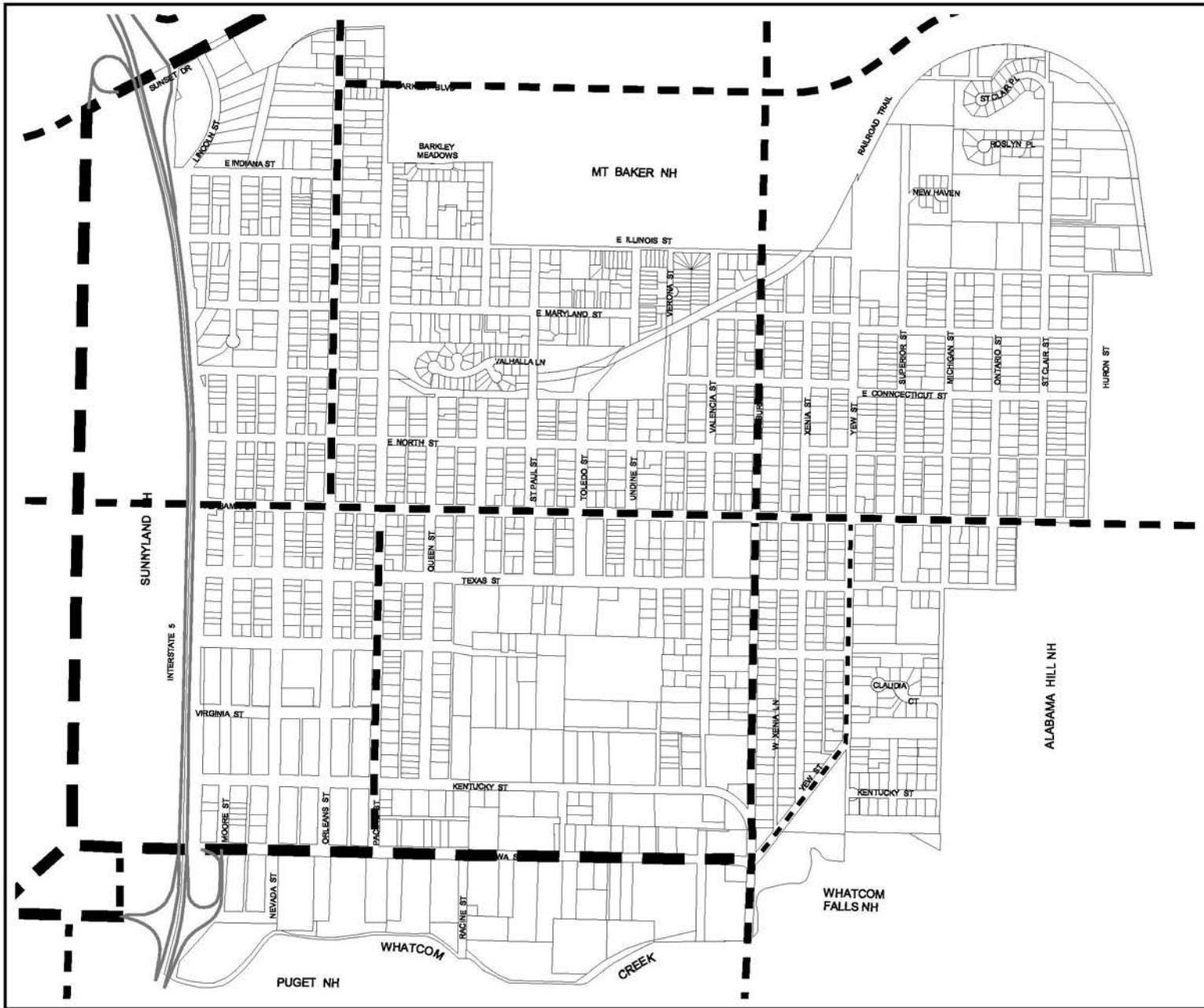
FACILITY. VEHICULAR ACCESS TO THIS FACILITY SHOULD BE ORIENTED TOWARD PACIFIC STREET VIA CAROLINA AND VIRGINIA STREETS.

IV. POLICE

Police Department staff, residents of the Roosevelt Neighborhood, and Planning and Community Development Department staff recognize that crime is an issue in the neighborhood. One way to reduce crime is to employ strategies of Crime Prevention Through Environmental Design (CPTED). Over the next few years, Planning and Community Development staff will continue to work with the Police Department on providing educational opportunities for building professionals and interested citizens. Specific requirements should be considered for all multi-family, commercial, and industrial development during the update of the Land Use Development Ordinance.

DEVELOPERS ARE ENCOURAGED TO INCORPORATE CRIME PREVENTION THROUGH THE USE OF ENVIRONMENTAL DESIGN (CPTED).¹

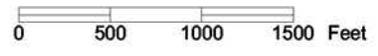
¹CPTED principles of natural surveillance, natural access control, territorial reinforcement, and maintenance can be used to minimize the potential for crime in new developments. Well-designed buildings, parking lots, garages, sidewalks, and open courtyards and appropriate lighting can be encouraged in new developments.



ROOSEVELT NEIGHBORHOOD ARTERIAL ROUTES

Legend:

| Existing | Proposed |
|----------|----------|
| | |
| | |
| | |
| | |



Planning &
Community Development
2001

IV. CIRCULATION

Arterials

Alabama and Iowa Streets provide the major east-west arterial routes through the Roosevelt Neighborhood with 20,300 and 10,500 vehicles per day respectively. Woburn Street and Pacific-Orleans Streets serve as north/south arterials. Yew Street serves as a collector linking Alabama and Iowa Streets.

ALABAMA STREET SHOULD BE WIDENED AT ORLEANS AND PACIFIC STREETS AND RECHANNELIZED TO PROVIDE LEFT TURN LANES AND UPGRADED SIGNALIZATION.

Iowa Street serves the businesses and industries in the southern portion of the Roosevelt Neighborhood. Some traffic from the county and northeast Bellingham also uses Iowa Street as an alternate route, other than Alabama, to access central and western portions of the City.

The 1995 Comprehensive Plan states that Woburn Street should be improved to full arterial standard with the potential for 4 lanes between Sunset and Yew/Iowa Streets. Four lanes have been provided between Sunset Drive and Illinois Street and two lane improvements have been completed from Illinois Street to Lakeway Drive.

IN ORDER TO REDUCE CONGESTION, WOBURN STREET FROM ILLINOIS TO IOWA SHOULD BE CONSIDERED FOR IMPROVEMENT TO FOUR LANES OF TRAVEL BY ELIMINATION OF ON STREET PARKING AND MINOR WIDENING. FOUR LANE IMPROVEMENTS IN THIS AREA WILL BE DIFFICULT BECAUSE OF RIGHT-OF-WAY ACQUISITION ISSUES.

As development continues to occur in and around Civic Field and the Light Industrial area between Civic Field and Whatcom Creek, access to Iowa Street from Civic Field would be desirable. Although difficult to accomplish because of the required creek crossing, this improvement would ease congestion around Civic Field.

Neighborhood Street Standards

Residential streets are intended to provide abutting properties "local service." In the Roosevelt Neighborhood, many of these streets now have an oil mat surface, are in poor repair, have open drainage ditches, no sidewalks, provide no on-street parking, and are difficult and expensive to maintain.

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

THE RECOMMENDED STANDARD FOR RESIDENTIAL STREETS IN THE SINGLE FAMILY AND DUPLEX AREAS IS 28 FEET WIDE WITH CONCRETE CURBS, GUTTERS, STORM DRAINAGE, PARKING AND SIDEWALKS ON BOTH SIDES. A PLANTING STRIP SHOULD BE INSTALLED BETWEEN THE CURB AND SIDEWALK.

Bicycle Facilities

A strong bicycle network will reduce automobile use in this high-traffic network, add more eyes on the street to reduce crime, and make the area more accessible for residents of all ages and economic levels. Several bicycle links into the Roosevelt Neighborhood already provide the backbone of a bicycle network. Many of these links are on existing roads with sufficient width and low enough traffic counts to provide safe biking, such as Texas Street, from Yew to Pacific streets. Other corridors are exclusively bicycle/pedestrian, such as the link from the Virginia/Nevada intersection south and west to the Kentucky/Moore intersection.

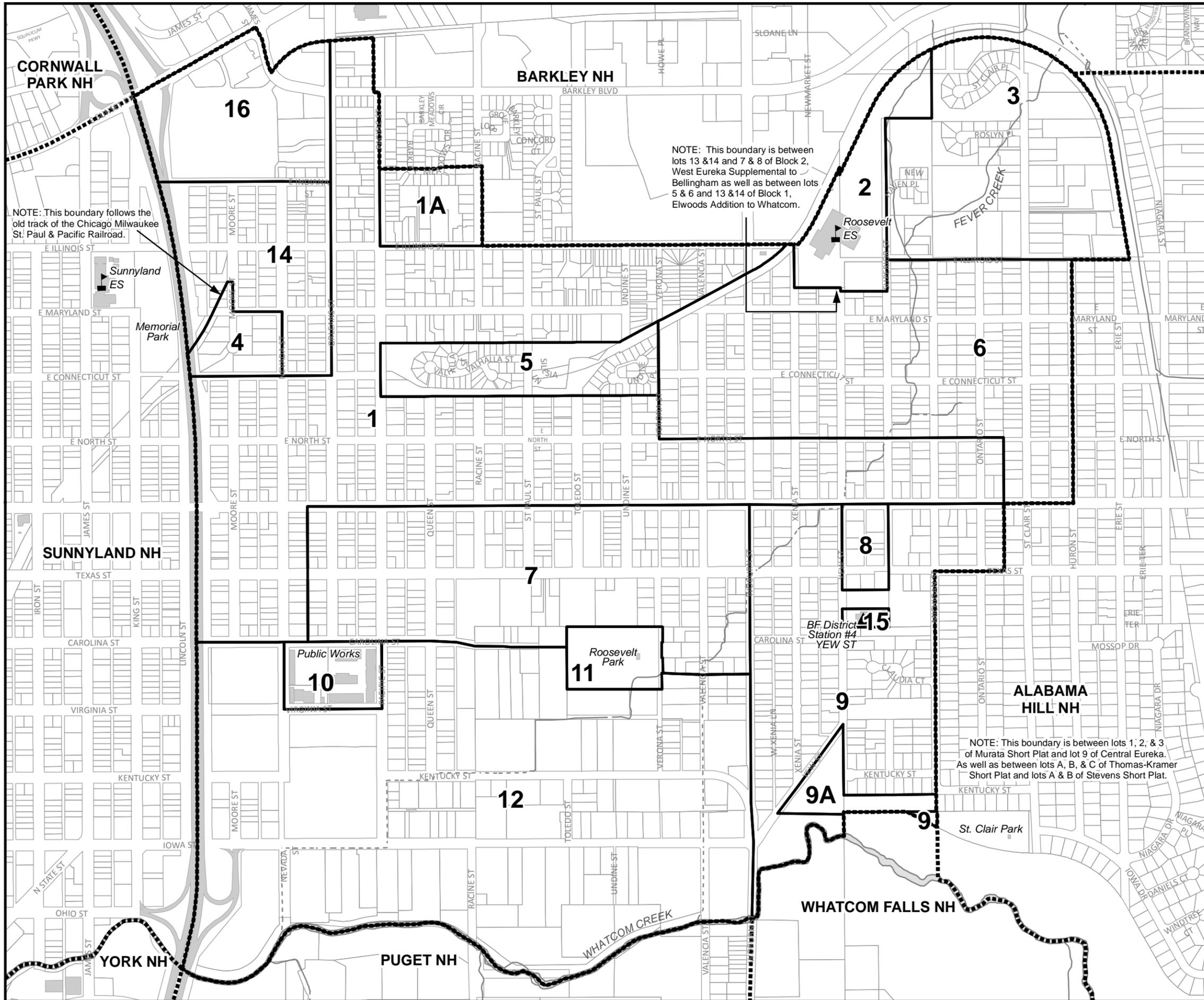
The Roosevelt Neighborhood has the potential to provide many more bike-friendly routes. New bicycle routes should be created when roads are developed or widened and as dedicated bicycle funds become available. These route upgrades should not be on roadways with heavy truck and automobile traffic. Bicycle route upgrades can include bike lane striping, on-street parking restrictions, curb ramps and bollards at path intersections with roads, signage, and additional links between existing bikeways.

A strong bike network would include the following roadway/trail links:

- Nevada Street from Virginia Street to Indiana Street,
- Pacific Street from Iowa Drive to Barkley Boulevard,
- Yew Street from Iowa Drive to the Roosevelt Elementary School,
- St. Clair Street from Whatcom Falls Park to the Railroad Trail,
- Iowa Drive and Yew Street (to be used only by experience cyclists),
- Texas Street, and Illinois Street from Moore Street to Alabama Hill.

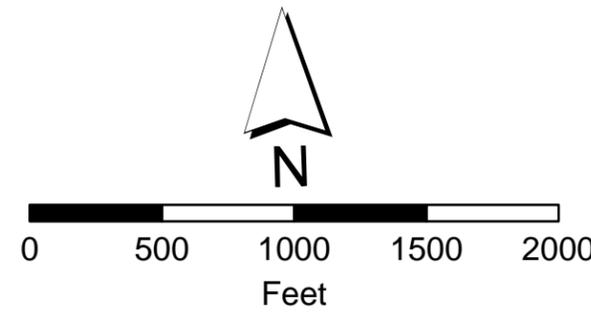
These bicycle network links will require acquisition of additional rights-of-way or easements:

- Verona Street and/or Undine Street from Kentucky Street to Barkley Boulevard,
- Valencia Street to the Railroad Trail as an alternative to Woburn Street and south to Iowa Drive,
- A route to Roosevelt Park from the west,
- St. Paul Street from Texas Street to Barkley Boulevard,
- North Street from Moore Street to Alabama Hill,
- Moore Street from the Railroad Trail/I-5 to the Sunset/Orleans area.



ROOSEVELT NEIGHBORHOOD LAND USE

| AREA | COMPREHENSIVE PLAN LAND USE DESIGNATION |
|------|---|
| 1 | Multi-Family Res, Med Density |
| 1A | Multi-Family Res, Med Density |
| 2 | Public |
| 3 | Single Family Res, Low Density |
| 4 | Multi-Family Res, Med Density |
| 5 | Multi-Family Res, Med Density |
| 6 | Single Family Res, Med Density |
| 7 | Multi-Family Res, Med to High Density |
| 8 | Commercial |
| 9 | Multi-Family Res, Med Density |
| 9A | Multi-Family Res, Med Density |
| 10 | Public |
| 11 | Public |
| 12 | Industrial |
| 14 | Multi-Family Res, Med Density |
| 15 | Public |
| 16 | Commercial |



City of Bellingham
 Planning Department
 2011

V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

This area borders Interstate 5 and extends along the north side of Alabama Street east to Ontario Street, and contains the great majority of older housing in the neighborhood.

BECAUSE THIS AREA IS PLATTED IN SMALL LOTS, AND IN ORDER TO ENCOURAGE MAINTENANCE OF OPEN SPACE, DETACHED AND COMMON WALL SINGLE FAMILY UNITS SHOULD BE ALLOWED.

IN ORDER TO ENCOURAGE THE MAINTENANCE OF THE EXISTING HOUSING STOCK AND TO PROVIDE FOR NEW HOUSING CONSTRUCTION, DUPLEX CONVERSIONS AND NEW DUPLEXES SHOULD BE ALLOWED.

AREA 1 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 1A

This area lies between Racine and Pacific Streets and extends south from the boundary of the Mt. Baker Neighborhood to East Illinois Street. Development in this area consists mainly of single-family residences or duplexes on larger lots. The area is further characterized by multiple lots under single ownership.

Recent developments in the Mt. Baker Neighborhood, particularly to the east of this area have provided an opportunity for these properties to become a transitional area between the Residential Multi-Planned zoning to the north and east and the Residential Multi-Duplex zoning to the south and west. A maximum structure size of two units should be maintained. A cluster provision is added to encourage single family infill consistent with the 7,200 overall density. Individual lots in cluster subdivisions may be as small as 4,000 sq.ft.

Future development in the neighborhood will place greater demands on the existing transportation facilities. Due to the layout of streets in the neighborhood, E. Illinois Street functions as a neighborhood collector. Future development east of Area 1A will eventually result in E. Illinois being connected to Woburn Street. As lots fronting on E. Illinois are developed, improvements along the north side of the street between Racine and Pacific Streets are needed to ensure that neighborhood transportation needs are met in an orderly fashion and in concert with new development.

AREA 1A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 2

This area is currently occupied by the Roosevelt Elementary School and contains a large amount of open space. Joint development and use of this open space by the City and the School District is taking place. This open space area, named "The Roosevelt Nature Area" by students from Roosevelt Elementary School, has been targeted for habitat enhancement and interpretive projects for schools, neighbors, and adjacent trail users. Property located between this open space area and the Railroad Trail was recently acquired by the City and is included in this area.

AREA 2 LAND USE DESIGNATION: PUBLIC

Area 3

This single-family area is located in the northeastern portion of the neighborhood. Fever Creek rises on the northern edge of the area at the base of Alabama Hill. Currently, this area is developed with single-family homes on large lots. Two recent cluster developments have provided smaller lots while preserving significant wetland and open space areas. Due to the environmental constraints in the area, this type of development should be encouraged.

The property formerly located in Area 4 of the Mt. Baker Neighborhood lying south of the Railroad Trail has been included in this area. This site, along with the property to the south, is currently under one ownership and is undeveloped. As with much of the area, these properties are characterized by wetlands and the presence of Fever Creek. This site also abuts the Roosevelt Nature Area. Providing open space next to the Roosevelt Nature Area, complimenting the existing single family development to the south, and preserving wetland features are important to consider as this site is developed.

TO PRESERVE THE ENVIRONMENTAL FEATURES IN THE AREA AND TO ALLOW DEVELOPMENT TO OCCUR WHICH WILL PROTECT THE NATURAL SYSTEM, DEVELOPMENT OF DETACHED SINGLE FAMILY HOUSING AT 15,000 SQUARE FOOT LOT SIZE, OR DETACHED CLUSTERED SINGLE FAMILY HOUSING WITH AN OVERALL DENSITY OF 12,000 SQUARE FEET PER UNIT SHOULD BE ALLOWED.

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

Area 4

This area located adjacent to Interstate 5 has been developed with multi-family housing. Any further development should preserve the open space corridor along the Railroad Trail and maintain a vegetated buffer along the freeway.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 5

This entire 14-acre tract is designated as a Planned Residential area allowing cluster single family and townhouses. The portion of the area located east of St. Paul Street has been developed with multi-family units. Single family residents will be developed on a majority of the property located west of St. Paul Street. As part of the approval for these developments the Railroad Trail has been realigned and a park has been provided. Special care should be taken to continue to preserve and develop the Railroad Trail along the Burlington Northern tracks.

AREA 5 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 6

This residential area is a mixture of older and newer single family homes. The plan calls for maintaining the existing pattern of development for this area. Because Fever Creek flows through this area, drainage should be of particular concern as development occurs.

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

Area 7

This area is characterized by a diverse mix of multi and single-family dwellings. It is one of the few remaining areas close in with undeveloped parcels suitable for sensitive multiple unit development. Apartments, duplexes, and single family dwellings are allowed in Area 7. In recent years, the number of multi-family units in this area has increased.

The boundary between this high-density residential zone and the lower density residential zone north of Alabama Street shall be maintained.

Drainage problems have increased here as more impervious surfaces have been created. Both short and long-term solutions need to be sought to improve the drainage situation.

AREA 7 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 8

This Neighborhood Commercial area is bounded by Alabama Street on the north, Yew Street on the west, Superior Street on the east, and extends to include one lot depth south of Texas Street. A Planned designation is added to required future development to be reviewed through the planned contract process. Permitted uses and setback requirements shall be as allowed under the Neighborhood Commercial zoning designation. Reduction of these setback requirements for properties located on the south side of Texas Street may be granted for building and parking facilities provided the intent of the setback is addressed through a combination of setback and screening/landscaping.

The existing shopping center serves residents from the Roosevelt and Alabama Hill Neighborhoods. This neighborhood commercial area shall not extend further east into the residential area.

In order to minimize the impacts of neighborhood commercial development on the surrounding neighborhood, special consideration should be given during the planned contract and building permit review processes. Vehicular ingress and egress for properties along Superior Street should be limited to the alley with buildings fronting Superior Street. Joint driveways for properties on the south side of Texas Street should be provided. Parking areas should be located to the rear or sides of the buildings. Landscape screening should be provided for the residential properties located across Superior Street. Landscape buffers should be provided where commercial uses abut residential uses.

AREA 8 LAND USE DESIGNATION: COMMERCIAL

Area 9

Development in this area includes numerous single-family houses and duplexes and a few apartments. Because this area is adjacent to Saint Clair Park and is now used for access to the park, pedestrian and bicycle access to the park should be retained when development occurs. This area has seen an increase in the number of duplex structures and has the potential for an additional 140 units. Some of the land in the eastern portion of this area is steeper hillside land and development should recognize this constraint as well as the potential drainage impacts. The special condition is included because many of the

lots in this area are relatively large and more than one duplex should be allowed to be built on these provided the overall density requirement is met.

AREA 9 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 9A

AREA 9A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 10

This area is wholly occupied by the Whatcom Transit Authority and the City Department of Public Works Maintenance and Operations facility and should continue to be classified as Public.

AREA 10 LAND USE DESIGNATION: PUBLIC

Area 11

Roosevelt Field is a City owned recreational area and is designated to remain as such. The Boys and Girls Club of America has purchased property to the south of this area. Development of a Boys and Girls Club in this neighborhood will provide needed recreational facilities.

AREA 11 LAND USE DESIGNATION: PUBLIC

Area 12

This area is designated to allow Light Industrial nonpolluting, non-hazardous manufacturing and warehousing uses. Significant efforts have been made to decrease flooding in this area along Whatcom Creek. However, new development in this area should be designed with drainage and flooding impacts as important concerns. Other design considerations in this area should be to provide a vegetative buffer along the freeway where possible and to encourage a compatible transition from this industrial area to the residential area by planting trees between this subarea and areas to the north.

AREA 12 LAND USE DESIGNATION: INDUSTRIAL

Area 13

Deleted

Area 14

This area includes several blocks of lots platted at 5,000 square feet between Orleans and Interstate 5. Most of the property is developed into single family homes with some scattered duplex development. Duplex construction in recent years has increased. Infill of duplexes units should continue to be allowed in this area, providing for a mix of dwelling unit types.

AREA 14 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 15

This area is designated public and is developed with a Fire Station.

AREA 15 LAND USE DESIGNATION: PUBLIC

Area 16

Area 16 comprises approximately 25 acres. It is bounded on the north by Sunset Drive, Indiana Street on the south, Interstate-5 on the west, and Woburn and Orleans Streets on the east. This area is identified as Sunset Marketplace and is consistent with Resolution #2001-20. All properties within Area 16 are subject to compliance with the Sunset Marketplace Overall Site Plan (Resolution #2001-20).

The majority of this area was historically zoned residential. Pressure from increasing commercial development along Sunset Drive led up to a rezone to commercial of the remaining residential areas in 1997. Resolution #2001-20 was approved in 2001 to guide future development.

A major retail anchor was sited within Area 16 through the planned contract review process. All subsequent planned contracts within Area 16 must conform to the development standards stated in Resolution #2001-20 as outlined in the Roosevelt Neighborhood zoning section of the Land Use and Development Code for Area 16. Parcel D located west of Orleans Street at the southeast corner of Area 16 is an area of special

interest. Since development on parcel D raises significant planning issues, a mandatory public meeting shall be held with the Planning Commission as part of the Planned Contract review process consistent with Resolution #2001-20.

AREA 16 LAND USE DESIGNATION: COMMERCIAL

As adopted by Ordinance No. 8868 and amended by Ordinances 8946, 8995, 9285, 9374, 9493, 9697, 9847, 10851, 2002-09-062 and 2004-12-087.