

## EXHIBIT F

## CORDATA NEIGHBORHOOD PLAN

**NOTE:** The City presented a neighborhood plan to the Cordata Neighborhood Association at the neighborhood meeting on April 27, 2010. The edits shown in this document with the following colors are comments/suggestions from the neighborhood association in response to the City's Draft Plan: Residential uses are, Cascade Rehabilitation, end of Bellingham

The remaining edits are the City's comments/suggestions to the Neighborhood's response.

## CORDATA NEIGHBORHOOD PLAN

VISION STATEMENT

The quality of life of the Cordata Neighborhood strives to enhance the quality of life of its residents is enhanced by through access to public safety, educational opportunities and recreational facilities. The Cordata neighborhood is committed to a community values of protection, maintenance, preservation and enhancement of open spaces and wildlife corridors. The proposed changes to the transportation system, the development of neighborhood parks and trails and other planned improvement will promote security, neighborhood cohesion and aesthetic appeal while enhancing overall livability. We strongly believe that any future development within the neighborhood that is must be considered on a comprehensive basis, with infrastructure built concurrent with or in place a timely fashion is a key to successful growth should create neighborhood cohesion and aesthetic appeal.

**I. NEIGHBORHOOD CHARACTER**

The Cordata Neighborhood is situated in the northern area of the City and is bordered by Meridian Street to the east, WE. Bakerview Road to the south, and extends to the City limits to the north, west, and southwest. The Cordata Neighborhood was formed in 2010 when the boundaries of the Meridian and Guide Meridian/Cordata Neighborhoods were redrawn to acknowledge the area's changing character, environment, and demographics. Such factors leading to these changes included the increase in residential development and population, presence of Whatcom Community College, the concentration of professional commercial, institutional and, industrial uses along Cordata Parkway, and the area's close proximity to one of Bellingham's regional commercial areas within the adjacent Meridian Neighborhood.

The Cordata Neighborhood contains a combination variety of land use zoning designations consisting of Public and Planned: Residential, Commercial, Industrial, and Institutional. Development within these designations is regulated under the Cordata Business Park Planned Unit Development and the City's Land Use Development Code, which identifies the development and design standards needed to preserve and protect the character and qualities of the neighborhood area. The residential uses within the neighborhood consist of a mix of single-family and multi-family dwelling units, which are primarily located within the northern and western area of the neighborhood. Centrally located in the neighborhood is an institutional zone that allows a mix of office, medical and institutional uses. Existing institutional uses include Merril Gardens, and Peace HealthPeace Health and North Cascade Rehabilitation Center. The industrial uses are located in the northeastern portion of the neighborhood. Residential uses are eminent.

OPEN VIEWS FROM MOST RESIDENTIAL AREAS GIVE A FEELING OF SPACE THAT SHOULD BE MAINTAINED AS NEW DEVELOPMENT OCCURS

The campus of Whatcom Community College is a significant feature. Another new destination for community involvement is the new Community neighborhood Garden at the end of Cordata Parkway. No services such as a public library, community center, youth play facilities, or playgrounds, post office annex or fire station are currently in the area.

The neighborhood is designated in the City's Comprehensive Plan to have one of the largest growths in population.

Within the next planning period, it is anticipated that a District Urban Center will be developed within the neighborhood. Urban centers are intended to provide for a mix of commercial and residential uses developed under a master planning process which would serve the entire community while remaining accessible to those living and working nearby. It is currently ranked as a Tier 3 Urban Village in the City's Comprehensive Plan and identified as the Cordata District Village.

## II. HOUSING

Since the early 1990's, the northern portion of neighborhood has been developed with residential development consisting of a mix of single-family and multi-family developments. Residential development throughout the neighborhood should include design elements that are compatible with style and character of the neighborhood and meet required design standards if regulated by the City's land use development code or the PUD. New development should include innovative Low Impact Development (LID) techniques, such as green roofs as well as other green building methods. Landscaping should incorporate pervious paving and green roofs, native plants, rain gardens, and other water-friendly practices as allowed.

Designs of new developments should incorporate-utilize the City's Infill Housing Toolkit, as a new chapter to the Bellingham Municipal Code that establishes special development regulations for a series of new infill housing forms.

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ENERGY CONSERVATION IS ENCOURAGED THROUGH THE LOCATION AND DESIGN OF BUILDINGS TO CONSERVE HEAT AND PROVIDE OPPORTUNITIES FOR PASSIVE SOLAR ABSORPTION. "GREEN" CONSTRUCTION MATERIALS AND METHODS SHOULD BE USED WHENEVER POSSIBLE.

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Building heights should be compatible with present structures and maintained in all sections of the neighborhood. Housing developments should be arranged in a modified grid pattern to make walking, bicycling and transit use accessible. Housing types should be diverse to accommodate varying income levels, household sizes and lifestyles.

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THE CORDATA NEIGHBORHOOD VALUES THE INCLUSION OF AFFORDABLE HOUSING IN NEW DEVELOPMENTS AS AN IMPORTANT INGREDIENT FOR A BALANCED NEIGHBORHOOD.

The Neighborhood should have view corridors from public places such as neighborhood parks. An elementary school is planned on Aldrich Road that will serve the growing residential population. The school and its anticipated enrollment will accommodate future neighborhood population growth.

Bellingham's regulations encourage and provide incentives for innovative housing and mixtures of housing types that preserve natural resources and consolidate open spaces.

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**NEW HOUSING DEVELOPMENTS SHOULD ALLOW FOR OPEN SPACES WITH PLAYGROUNDS AND GREEN AREAS, AND PROVIDE CONNECTIVITY TO SUPPORT PEDESTRIANS AND MULTI-MODAL TRANSPORTATION OPTIONS.**

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Established trees should be left as beautification elements when new development occurs. If a detention pond is needed, thick evergreen landscaping should surround the pond where possible. The pond should not be located on the street side of any development complex. Detention ponds should be integrated as aesthetic amenities into the design of residential developments.

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~~ENCOURAGE THE ELIMINATION OF DISCRIMINATION FROM THE HOUSING MARKET BASED ON RACE, RELIGION, ETHNIC ORIGIN, AGE, HOUSEHOLD COMPOSITION OR SIZE, DISABILITY, MARITAL STATUS, SEXUAL ORIENTATION OR ECONOMIC CIRCUMSTANCES.~~

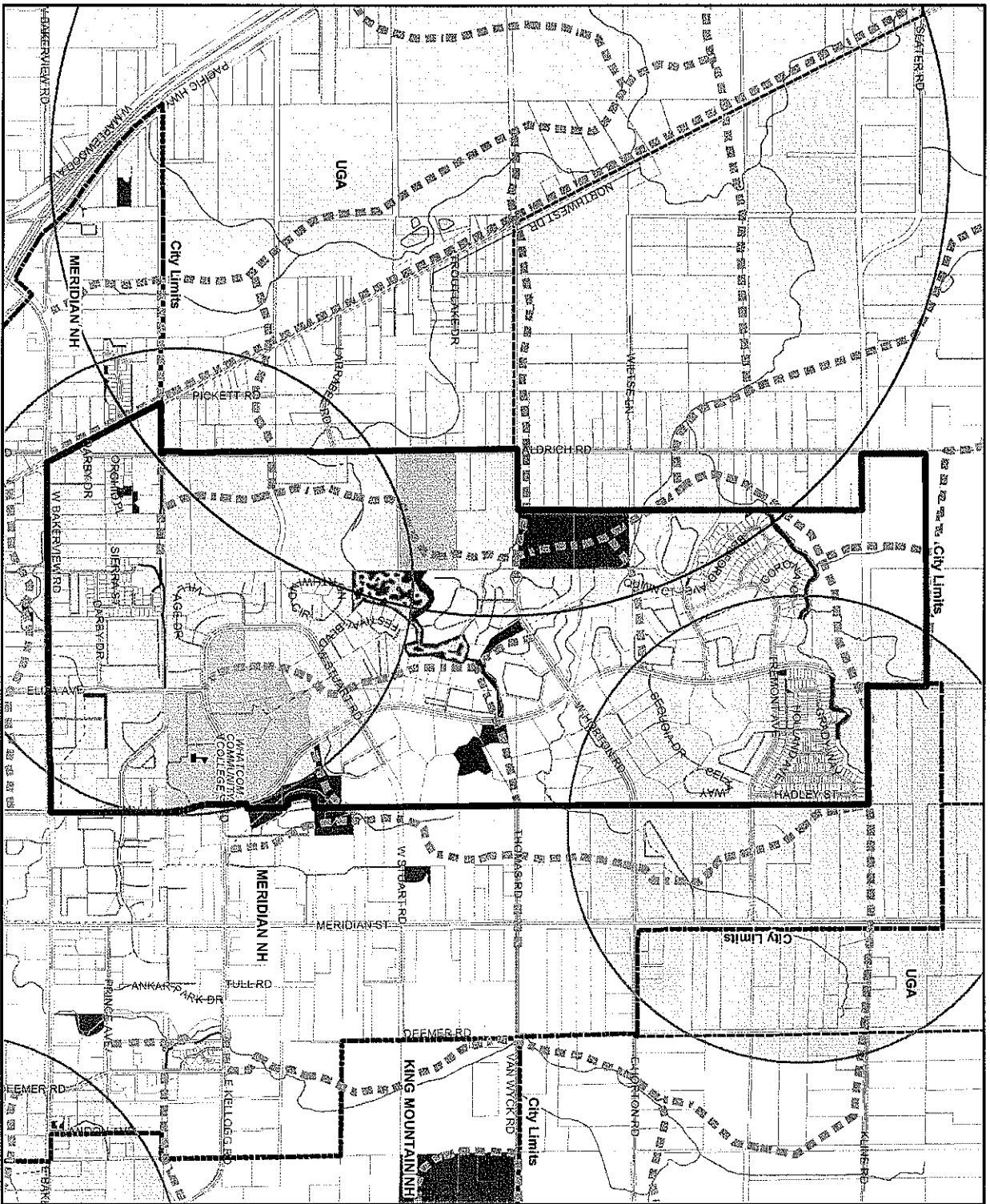
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### **III. PARKS, RECREATION AND OPEN SPACE**

The neighborhood lacks active recreational amenities, including parks and trails. An informal trail system and the sidewalks provide pedestrian and bicycle amenities. The increase of residential development in the last decade resulted in the need for additional active recreational uses. As a result, the North Bellingham Trail Plan was established to fulfill this need and will be the mechanism to ensure that future development contributes to the ongoing demand for these amenities.

A neighborhood park is the basic recreational focus and center of a neighborhood. When Cordata Park is fully developed it will have both active and passive recreation activities geared specifically for those living within the service area, which should be approximately a ½ mile radius. Neighborhood parks should accommodate a wide variety of age and user groups, including children, adults, seniors and special populations. Creating a sense of place by bringing together the unique character of the site with that of the neighborhood is vital to successful neighborhood park design.

In 2008 the City approved the Cordata Park Master Plan, which established the design guidelines for the development of a neighborhood park on 20 acres of land located in the northwest portion of the neighborhood. This neighborhood park is intended to provide recreational opportunities for the existing and future residents within the northern area of the City. Cordata Park of which approximately seven-7 acres of the park will be used for active recreational activities as an active park with amenities in a few years hence. Some of the amenities including play areas, outdoor picnic tables and benches, plus

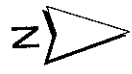


# CORDATA NEIGHBORHOOD

## Legend

- Proposed Neighborhood Bndy.
- Proposed Trails
- Main Trails
- Minor Trails
- Aquatic Lands
- Community Parks
- Neighborhood Parks
- Open Space
- Special Use
- Trail Property
- Private Open Space
- Educational
- Proposed Community Park Service Area
- Proposed Neighborhood Park Service Area

Proposed facilities per 2008 PRO PLAN Amendment to Comprehensive Plan



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2010

shelter/pavilion for indoor picnic use or neighborhood meetings (facility to include restroom with sink and counter outside of restroom) neighborhood gathering areas, skate area and more.

A trail through the 20 acres started in May 2010 as Phase 1 and will continue with a trail through the 7.51 acre land deeded by Whatcom County to the city and extend the Phase 1 trail with Phase 2 to exit on Cordata Parkway.

As development occurs and the population within the neighborhood and surrounding area grows, there will be an increasing need for additional parks, trails, and open space areas within the neighborhood. Proposed open space areas and trails should be consistent with the North Bellingham Trail Plan of the City Parks, Recreation and Open Space Plan to ensure connectivity with existing open space and trail systems. Wetlands or other critical areas and associated buffers will contribute to the open space areas within the neighborhood and should be retained and incorporated into the larger open space planning to establish wildlife corridors and contiguous green spaces. These environmental features serve an important hydrological function as well as provide an opportunity for a linear greenbelt open space system through the neighborhood.

The topography of the area is relatively flat. Several tributaries of Bear and Spring Creeks traverse the area with associated forested and emergent wetlands. A mix of deciduous and coniferous plant communities is present throughout the underdeveloped areas.

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THE RECOMMENDATIONS OF THE PARK, RECREATION AND OPEN SPACE CHAPTER OF THE CITY'S COMPREHENSIVE PLAN SHOULD BE IMPLEMENTED.

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Several tributaries of Baker Creek traverse the area. These features serve an important hydrological function as well as providing an opportunity for a greenbelt open space system through the neighborhood.

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OPEN SPACE CORRIDORS SHOULD BE MAINTAINED ALONG THE STREAMS AND NATURAL DRAINAGE CHANNELS AS DEVELOPMENT OCCURS.

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

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The Cordata Neighborhood Association is confident recommends that the wetlands between the Evergreen Rehabilitation Hospital and Comcast Headquarters on the east side of Cordata Parkway will someday be deeded to the City. The City should develop Parks & Recreation Department can then create trails through the area that will preserve not spoil the wetlands and or trees. - but will add to open space with trails.

What is still known as the 4.79 acre Durham property at 4855 Aldrich Road on the west side of Aldrich north of Horton Road/Wiltse Lane is now owned by the City. The acreage includes Bear Creek and will be used as part of the trail plan and connector plus open space.

The more than eight acres of wetlands in the buffer area on the east side of Cordata Parkway between Stuart and Horton are appropriate for a trail and picnic area. With help from the Mayor's Advisory Boards, the Parks & Recreation Department is making other parklands in order to comply with the population mandates in the Bellingham Comprehensive Plan.

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## DEVELOP AND MAINTAIN OPEN SPACE AND PROTECT WETLANDS AND ENVIRONMENTALLY SENSITIVE AREAS AS DEVELOPMENT OCCURS.

### Total parklands

The Neighborhood should equal or exceed the City's adopted standard of 43.3 acres of park lands per 1,000 persons. The land standard includes active park facilities, passive open space, trails, greenways, aquatic lands and urban area watershed properties managed by the City.

### Linear trails

The City's adopted standard of trail systems should be anchored by public facilities, such as a school or park that may serve as a destination or trailhead and extend into the surrounding residential areas using natural features or established roads, sidewalks or other safe travel corridors. Ideally, a minimum trail system should be at least 3-5 miles long and provide the ability to loop back to the point of origin. The trail should be sufficiently wide enough to provide for the type of trail users that it is accommodating, preserve the features through which the trail passes, and buffer adjacent land use activities.

## **IV. PUBLIC FACILITIES**

### Drainage

The neighborhood is located within the Silver Creek watershed and within Bear Creek sub-basin. Several tributaries of Bear Creek traverse the neighborhood with associated forested and emergent wetlands. Drainages flow to the Nooksack River and to Bellingham Bay estuarine waters. All of the Silver Creek tributaries are classified as anadromous fish habitat for Coho salmon and Cutthroat trout. Both Silver Creek and Bear Creek have channel areas that are on the 303d list for impaired water bodies. The listings are for fecal coliform, temperature and dissolved oxygen. The 1990, National Wetlands Inventory maps show several probable wetland areas using data from aerial photographs and soil maps. This wetland information is considered incomplete due to its inability to detect wetlands on the ground beneath any forest canopy. When development is proposed for this area, delineated wetland studies will be required. Storm water runoff from future development will be collected through a series of catch basins and storm drains. Runoff will be detained in ponds and released at its natural points of discharge along the boundaries of the neighborhood.

### Stormwater Facilities

Stormwater requirements for this area will need to meet current City of Bellingham and Department of Ecology standards for stormwater management and account for the sensitivity of the receiving waters. Those requirements incorporate special measures to deal with thermal pollution, bacteria, nutrients, zinc,

and dissolved oxygen levels. Properties and development will need to meet total maximum daily loading standards (TMDL's). City infrastructure development will also need to be done in a manner that protects and prevents further degradation of these facilities.

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**DETENTION PONDS SHOULD BE INTEGRATED AS AESTHETIC AMENITIES INTO THE DESIGN OF RESIDENTIAL DEVELOPMENTS.**

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Detention ponds preferably should be located near natural areas and not be visible from the street. All existing and proposed ponds should be safeguarded from entry and landscaped.

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THE BAKER CREEK FLOOD PLAIN SHOULD BE MAINTAINED IN ITS NATURAL CONDITION TO PROVIDE CHANNEL STORAGE FOR STORM WATER RUN-OFF.

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

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**Water and Sewer**

Water and Sewer facilities are continually evaluated to ensure existing services are maintained, upgraded, and future needs can be met to accommodate Bellingham's projected population growth. As part of the City's Comprehensive Plan, the City has developed a comprehensive water and sewer plan, which manages the City's water and sewer system and provides a detailed list of projected public improvements necessary to provide and maintain existing and future service needs throughout the City. The city provides water, sewer, stormwater control, street maintenance, police, fire, medical response, emergency services, and litter control. The Cordata Neighborhood is served by private utility companies that provide electricity, natural gas, cable TV, satellite TV, telephone (via land line and cable), cellular telephone and waste pick up. The Cordata Neighborhood strongly believes that any future development should be considered on a comprehensive basis with arterial streets, sewer systems, water towers, storm water drainage systems and other necessary infrastructure elements preceding or occurring during development.

Lake Whatcom serves as the drinking water source for about 96,000 people in the Whatcom County/Bellingham area. That includes the Cordata Neighborhood as it passes through our part of Bellingham. The current total population of the proposed Cordata Neighborhood is 4,484 and with the additions of three new developments that will far exceed the sum total. It does not include Whatcom Community College, Commercial and Institutional components of Cordata.

All neighborhoods have many common interests; paramount is the availability of clean drinking water. The expectation is that the city will continue to provide our needs for drinking water and sewers. Water quality in The Lake Whatcom Reservoir is deteriorating and threatening the health of the lake

and source of our drinking water. We urge the City to take all steps necessary to reverse the current deteriorating condition of lake water quality and continue improvements that will result in a healthy reservoir for us and for generations to come. To succeed, it is essential that the City and County act together on matters related to the Lake Whatcom Reservoir.

### **Libraries**

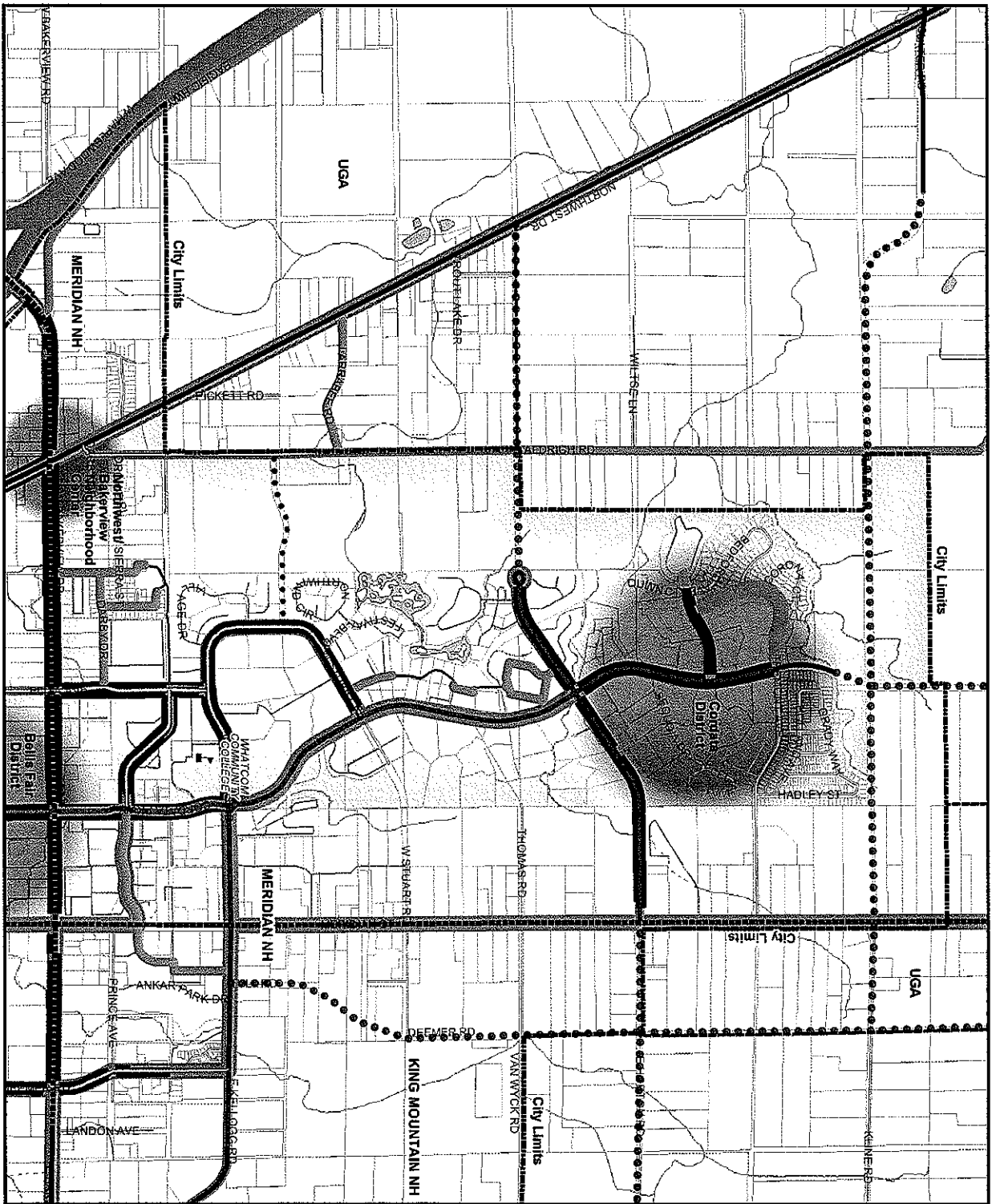
~~Cordata neighborhood residents have access to any library in the Bellingham Public Library system. The Central Library in downtown Bellingham offers the full range of library services, as does the Virtual Branch through the library's website: [www.bellinghampubliclibrary.org](http://www.bellinghampubliclibrary.org). Two branch library facilities, located in Barkley and Fairhaven, offer more limited services. Cordata residents also have access to the collections and services of any Whatcom County library through a reciprocal borrowing agreement with Bellingham. Convenient for Cordata residents, library book drops are located at the Community Food Coop on Cordata and the Whatcom Community College Connection on campus. Through an agreement between WCC and the Bellingham Public Library, Cordata residents may pick up holds, drop off materials to be returned, and use campus library services. The Bellingham Public Library also provides personalized Outreach delivery service to a skilled nursing facility in the Cordata neighborhood. There are no current plans to locate a library facility in the Cordata Neighborhood, however the Library Board monitors population growth throughout the community for future library locations and services. As the Bellingham population nears 100,000 it is anticipated that the north side of Bellingham will be under consideration for a library facility, possibly in partnership with some other public or private enterprise. Cordata Neighborhood will seek to have the Whatcom County Library and Bellingham Library join together and become one entity to serve the whole of the County. A Branch Library as in Fairhaven and Barkley Neighborhoods should be added to the North end of Bellingham. Cordata Neighborhood will seek to start a volunteer operated Library/Community Center in what will be an interim solution. until it is possible to combine the two main Libraries of Whatcom County.~~

## **V. TRANSPORTATION AND CIRCULATION**

The Transportation Element of the 2006 Bellingham Comprehensive Plan contains the transportation visions, goals, and policies to guide the development of the citywide multimodal transportation network. An transportation project improvement list for the Cordata Neighborhood Plan is contained in the Transportation Element and the City considers this project list in developing the annual 6-Year Transportation Improvement Program (TIP). Traffic calming controlelements features (lights traffic signals, roundabouts, or flashing lights) should be considered for the following streets in conjunction with new planned developments: Cordata Parkway and Horton, Cordata Parkway and Stuart Street, Cordata Parkway and Tremont Avenue, and a sidewalk should be installed on from Eliza Avenue from Kellogg Road to Division Street. Additionally, all bike lanes along Cordata and neighboring streets should be incorporated where physical space allows. The building of Horton Road to Aldrich Road is in the 2011 TIP. It should be constructed as soon as possible for access to the elementary school and Aldrich Road.

### **Arterial Streets**

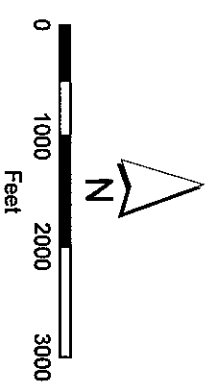
Arterial streets form the backbone of the citywide transportation network and are classified as collector, secondary, or principal arterials based on purpose, function, volumes, and connectivity within the overall network. The Cordata Neighborhood is served by, and affected by, several arterial streets, as shown on the Arterial Street Network Map and detailed below.



# CORDATA NEIGHBORHOOD CIRCULATION

## Legend

- City Limits
- Urban Growth Area
- ▨ Neighborhood Bndy.
- ▨ Growth Forum Villages
- ▲ Fire Stations
- ⌚ Schools
- Bike Routes**
  - ▬ Marked Bike Lane Routes
  - ▬ Other Bike Routes
  - ▬ Bike Friendly Trails
  - ▬ Other Trails
- Transit Routes**
  - ▬ Peak Frequency Route
  - ▬ Standard Route
- Arterial Street Classification**
  - ▬ Primary Route ●●●● (Proposed)
  - ▬ Secondary Truck Route ●●●● (Proposed)
  - ▬ Secondary Route ●●●● (Proposed)
  - ▬ Collector Route ●●●● (Proposed)
  - ▬ Interstate 5
  - ▬ Other Streets
  - ▬ Railroad



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Planning Department  
2010

2-67

**Meridian/SR539 (Principal Arterial & Highway of Statewide Significance)**

While not within the boundaries of the Cordata Neighborhood, traffic conditions on Meridian Street are an issue of some concern to residents of the Cordata Neighborhood. Meridian Street is the name applied to this principal arterial within the Bellingham City limits, but this vital north-south corridor is also a State highway (SR539) from Interstate 5 north to the U.S.-Canadian border. SR539 and Interstate 5 are also the only State highways in Whatcom County that are designated as "Highways of Statewide Significance," which exempts them from local transportation concurrency requirements under Washington's Growth Management Act (GMA). Meridian Street north of Interstate 5 generally has four travel lanes with a center turn lane, dedicated left-turn lanes, drop lanes for right-turns, and traffic signals at major intersections. Sidewalk exists along most of Meridian, but bike lanes are not present and Meridian is not likely to become a bike-friendly environment. Public transit along Meridian is provided by Whatcom Transit Authority on multiple bus routes. The development of commercial uses along the entire length of Meridian Street from Interstate 5 to Stuart Road has curb cuts for numerous entrances and exits to commercial activities. As is evidenced by the existing situation, this impedes traffic flow, increases congestion, and can increase accident hazards.

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MINIMUM DRIVEWAY SPACING ON ARTERIAL STREETS IS 200 FEET (BMC 13.52.060); BUT LOCAL ACCESS POINTS ON MERIDIAN SHOULD BE AT LEAST 300 FEET AND IDEALLY, 600 FEET APART. INTERNAL SERVICE ROADS SHOULD BE DEVELOPED TO CONNECT PROPERTIES WITH ACCESS ROADS TO MERIDIAN.

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Because Meridian is a State highway with the heaviest traffic volumes in Bellingham, the City manages traffic flow more aggressively here than it does on other arterial streets. The sheer volume of traffic requires the City to favor north-south flow over east-west flow, which means that vehicles trying to cross Meridian will experience longer wait times at traffic signals. At some undefined point in the future, the City and WSDOT may have to institute some significant access management measures, such as turn restrictions, driveway consolidation and/or elimination, or possibly even a center lane median barrier to eliminate traffic safety issues. Any future access management proposals by either the City or WSDOT will require full public process with direct involvement and work with property owners, businesses, and Cordata and Meridian Neighborhood residents.

**West Bakerview Road (Principal Arterial)**

West Bakerview Road is the principal arterial that marks the southern boundary of the Cordata Neighborhood. This vital east-west arterial connects the Bellingham International Airport, Interstate 5, a growing commercial area, Meridian/SR539, and the City's largest industrial area in the Irongate Neighborhood. The surrounding land area was annexed in 1992 and in 1998, the City of Bellingham constructed West Bakerview from Interstate 5 to Meridian to have four travel lanes, bicycle lanes, setback sidewalks with street trees, a landscaped center median with dedicated left-turn lanes, and traffic signals at major intersections. Significant traffic congestion develops daily on West Bakerview Road to Northwest Avenue.

~~Access to properties and businesses along West Bakerview Road is strictly controlled by the West Bakerview Access Ordinance (1998-03-008). This ordinance was created when the City constructed~~

~~West Bakerview and was adopted to control and limit the number and location of driveways accessing this vital east-west corridor. This access management tool includes a map showing specific locations for shared driveways between properties and breaks in the center median for left turn movements from side streets and driveways. This access management tool has provided great benefit as new development has occurred along the corridor.~~

~~Significant traffic congestion develops daily on the West Bakerview Road overpass which spans Interstate 5. This is partially due to the insufficient capacity of the two-lane bridge span and partially due to the northbound on-ramp being located on the west side of Interstate 5 instead of the east side. All traffic attempting to go northbound from West Bakerview onto Interstate 5 must travel across the narrow bridge and then turn right onto the northbound fly-over bridge that goes back over the freeway and allows traffic to merge with the northbound traffic stream.~~

~~Public transit along West Bakerview Road is provided by Whatcom Transit Authority on multiple bus routes, but most prominently on the Green GO Line, which provides high-frequency (once every 15-minutes) bus service between the Cordata Station and downtown Bellingham via Cordata West Bakerview Northwest. The bicycle lanes and sidewalks on West Bakerview connect with bicycle lanes and sidewalks on Eliza Avenue to the north and Northwest Avenue to the west.~~

#### **Cordata Parkway (Secondary Arterial)**

Cordata Parkway is essentially the transportation backbone of the Cordata Neighborhood. This major north-south corridor completely bisects the neighborhood, but also connects to other major arterials including Horton, Stuart, Kellogg, and West Bakerview Road. Cordata Parkway was originally constructed by private developers as a boulevard with a landscaped center median and setback sidewalks with a landscape strip between pedestrian and vehicles. Some sections of Cordata have two lanes in each direction, while other sections have only one lane in each direction.

In 2002, the City of Bellingham constructed roundabouts at the former four-way stop-controlled intersections of Cordata/Kellogg and Cordata/Westerly. Additional roundabouts ~~or other traffic calming techniques~~ traffic signals may be necessary at the intersections of Cordata/Stuart and Cordata/Horton at some point in the future to accommodate the additional development planned by Whatcom Community College and potential office and mixed use development on both sides of Cordata between Stuart and Horton. Roundabouts are safer than traffic signals, provide more transportation capacity, accommodate all modes of transportation, and reduce vehicle emissions created by idling engines.

Sidewalks are present along all sections of Cordata Parkway, but bicycle lanes are present only on the newest section of Cordata Parkway north of Horton Road. It may not be practical or feasible to stripe dedicated bicycle lanes on other portions of Cordata Parkway due to physical space limitations and, if feasible, off-street bicycle-pedestrian pathways may be more appropriate to serve the residential population in the Cordata Neighborhood. Transit bus service is available throughout the Cordata Neighborhood and high-frequency (once every 15-minutes) bus service is available between Whatcom Transportation Authority's Cordata Station and downtown Bellingham via Cordata-West Bakerview-Northwest (see WTA Service map below).

Major destinations, employers, and activity centers along Cordata Parkway include the Peace Health Medical Center, Washington State Department of Transportation (WSDOT), Comcast, Premier Graphics, Ryzex, Whatcom Plaza, Whatcom Community College, WTA's Cordata Station, Community Food Co-Op,

and Cordata retail center, and the Bakerview Square retail center. Cordata Parkway is also the primary northern entrance to the Bellis Fair Mall retail center south of the Cordata Neighborhood.

There is significant development potential remaining in the Cordata Neighborhood and Cordata Parkway will be expected to carry a significant portion of the vehicle traffic generated by this new development. One of the unfortunate realities affecting Cordata Parkway is the limited number of east-west arterial connections to help distribute the traffic throughout the neighborhood. The net result is that almost all traffic in the neighborhood is funneled to Cordata Parkway at some point. This is a remnant of the historical origins of the Cordata Planned Unit Development under Whatcom County planning requirements and the inheritance of this incomplete transportation system when Cordata was annexed to the City in the 1990's. City transportation planners are trying to correct this situation, but face significant cost, engineering, and permit challenges due to the presence of wetlands, streams, and forested habitat both east and particularly west of Cordata Parkway.

The north end of Cordata Parkway is currently a dead-end at the northern city limits. It is uncertain whether there will be additional urban levels of development to the north, but the Bellingham Comprehensive Plan calls for a future extension of Cordata Parkway north to Smith Road if this area is ever incorporated into Bellingham.

#### **Eliza Avenue (Collector Arterial)**

Eliza Avenue is a north-south collector arterial that connects West Kellogg Road and Whatcom Community College to West Bakerview Road. Formerly called Allan's Road, the City, in conjunction with several new development proposals, constructed Eliza Avenue to collector arterial standards both north and south of West Bakerview Road and installed a traffic signal at the Eliza/Bakerview intersection in 2004. Sidewalks and bicycle lanes exist on Eliza between West Bakerview and Kellogg. A sidewalk exists on the west side of Eliza south of West Bakerview Road and sidewalks will be constructed on the east side of Eliza south of West Bakerview when the abutting property develops.

Currently, the southern terminus of Eliza serves as the driveway entrance to a mobile home park. City transportation planners have been working with Bellis Fair Mall managers on plans to connect Eliza Avenue to Bellis Fair Parkway. This arterial connection would provide benefit to the regional transportation system by dispersing vehicle traffic more evenly and would reduce traffic congestion at the Cordata/Bakerview intersection.

#### **Kellogg Road (Secondary/Collector Arterial)**

Kellogg Road is one of the few east-west arterial connections serving the Cordata Neighborhood and is a vital part of the regional transportation network. Between Meridian and Cordata Parkway, Kellogg is classified as a secondary arterial. Between Cordata Parkway and June Road, Kellogg is currently classified as a collector arterial. If the City is unable to construct other east-west arterial connections in the Cordata Neighborhood in the future, then the completion of June Road may increase traffic volumes to the point that this section of Kellogg may need to be reclassified and managed as a secondary arterial.

East of Cordata Parkway, traffic volumes are very heavy due to both the presence of significant commercial and retail development and the lack of other east-west arterial connections. Sidewalks exist on both sides of Kellogg between Cordata and Meridian, but dedicated bicycle lanes are not available. Due to heavy traffic volumes and lack of physical space, it may not be practical or feasible to stripe

dedicated bicycle lanes on this section of Kellogg Road. If feasible, it may be more practical to look for opportunities to provide off-street bicycle-pedestrian pathways to serve the residents and visitors of the Cordata Neighborhood. Sidewalks should be completed from For pedestrian use from the corner of Kellogg Rd. and Eliza (southeast side) to Division St there is no sidewalk or bike land and to make the Cordata Neighborhood 100% sidewalk complete should be accomplished in the next TIP Plan.

West of Cordata Parkway, Kellogg Road currently serves as the primary entrance to the 63-acre Whatcom Community College (WCC) campus. Sidewalks and bicycle lanes are available on both sides of Kellogg Road from Cordata Parkway to June Road. WCC does not have any residential dormitories on campus and is primarily an auto-oriented commuter college that in 2009 served 7,200 college students (40% full-time enrollment), awarded 755 college degrees, and employed 392 workers, including 73 full-time faculty and 180 part-time faculty. The WCC master plan for the campus envisions significant additional development on the campus, which will accommodate additional students and workers and will produce additional vehicle trips (See WCC plan, next page). WCC will need to work with City transportation planners to help mitigate the traffic impacts of future campus expansion. Examples of appropriate mitigating measures may include, but not be limited to, participation in planning and funding a new roundabout at the intersection of Cordata/Stuart and constructing an off-street bicycle pathway parallel to the western edge of Cordata Parkway.

#### **Westerly Road (Collector Arterial/Private Roadway)**

Westerly Road between Eliza Avenue and Cordata Parkway is a collector arterial built to full urban standards including bicycle lanes, curb, gutter, and sidewalks on both sides. Between Cordata Parkway and Meridian, Westerly is a private road that serves as a de facto collector arterial for the Cordata Neighborhood. Sidewalks and bicycle lanes are not available between Cordata Parkway and Meridian.

#### **West Stuart Road (Collector Arterial)**

West Stuart Road closes the circulatory loop around WCC between June Road and Cordata Parkway. The West Stuart Road collector arterial serves a great deal of residential development, as well as WCC students, faculty, and visitors, and provides access to several properties with additional development potential on the east side of Cordata Parkway. Sidewalks and bicycle lanes are available on both sides of Kellogg Road from Cordata Parkway to June Road. In the past, efforts to extend West Stuart Road from Cordata Parkway to Meridian have been prevented due to the presence of wetlands and a stream. It is uncertain if these environmental constraints are insurmountable, but the cost of constructing a bridge span and any mitigation requirements, as well as the length of time necessary to secure permits may prevent this street connection, despite the transportation benefits that it would provide to the Cordata Neighborhood.

As mentioned above, there is significant development potential remaining in the Cordata Neighborhood. There have been proposals for new development on both sides of Cordata Parkway that would require access to and from West Stuart Road and/or Cordata Parkway, which would directly impact the Cordata/Stuart intersection. As mentioned above, proponents of new development in this area will need to work with City transportation planners to help mitigate anticipated traffic impacts. Examples of appropriate mitigating measures may include, but not be limited to, participation in planning and funding new roundabouts at the intersections of Cordata/Stuart and Cordata/Horton and constructing off-street bicycle pathways parallel to each side of Cordata Parkway.

### **June Road (Collector Arterial)**

June Road has been constructed by private developers as a collector arterial, including sidewalks and bicycle lanes, between West Kellogg Road and Aldrich Road. As a condition of the development agreement, however, this new east-west connection will not be open to the traveling public, until a certain number of homes are constructed. When this new east-west arterial is opened, it may change travel patterns in the western portion of the Cordata Neighborhood and it is likely to contribute to an increase in traffic volumes on Kellogg, Stuart, and Aldrich Roads due to the unmet demand for east-west travel choices in the neighborhood.

It should be noted that the development project served by June Road was originally permitted under Whatcom County jurisdiction in the early 1990's under very different environmental regulations than those in place in 2010. Like much of the land area on the western edge of the Cordata Neighborhood, there are significant environmental features, such as wetlands, streams, and forested wildlife habitat. If the base rock and road bed had not been put in place in the early 1990's, the construction of June Road would have been more expensive and would have required more mitigation under current regulatory requirements.

### **Aldrich Road (Collector Arterial)**

Approximately 125 acres of land on the east side of Aldrich Road between June Road and Horton Road was annexed to Bellingham from Whatcom County in 2008 and the entire Aldrich Road right-of-way became the responsibility of the City of Bellingham. Aldrich Road is an old, narrow country road that does not have any bicycle lanes, curbs, gutters, sidewalks, turn lanes, or shoulders on the edge of the road. Drainage ditches exist on each side of Aldrich Road, the sides of which can be fairly steep.

The housing development served by June Road has requirements to improve the eastern edge of Aldrich Road to 3/4 of the City's collector arterial standard along the entire property frontage on Aldrich, but the timing of these improvements is not certain and is subject to progress made on the overall development project. The slower the development is completed, the longer it will take for these improvements to be made.

In 2007, the Bellingham School District purchased 17-acres in the area east of Aldrich Road and gained Whatcom County approval for a Conditional Use Permit to construct a new elementary school. As part of the Conditional Use Permit, the Bellingham School District will be required to construct Aldrich Road to 3/4 of the City's collector arterial standard along the entire property frontage on Aldrich, including bicycle lane, curb, gutter, and sidewalk. The Bellingham School District will also be responsible for widening the shoulders of Larrabee Road, which is a small east-west connection between Aldrich Road and Northwest Road that will be impacted by school traffic.

It is uncertain when other portions of the Aldrich Road corridor will be improved and upgraded to the City's collector arterial standards. Property on the west side of Aldrich is under the jurisdiction of Whatcom County and rural levels of development will not trigger mitigation requirements for urban standard streets.

### **Horton Road (Secondary Arterial)**

West Horton Road is the only east-west arterial connection that currently bisects the Cordata Neighborhood from Meridian Street (SR539) and is built to full urban secondary arterial standards and

has bicycle lanes, curb, gutter, and sidewalks available along its entire length. Horton Road is the primary access point for the northern Cordata Neighborhood, which includes several residential developments, businesses, and the Peace Health Medical Center located at the southwest corner of Horton Road and Cordata Parkway.

Horton currently terminates in a substandard cul-de-sac at Pacific Rim Lane, but public right-of-way (referred to as the Thomas Road alignment on survey records) exists from the current terminus west to Aldrich Road, Northwest Road, and Pacific Highway. City transportation planners identified the need for additional east-west arterial connections to the Cordata Neighborhood, including West Horton, in the 2005 Bellingham Comprehensive Plan Transportation Element. This new arterial connection would provide better regional multimodal transportation connectivity and circulation and would relieve existing traffic congestion on Cordata, West Bakerview, and perhaps even Meridian (SR539).

The Horton Road terminus marked the city limit until 2008-2009, when the Bellingham annexed the 125-acre Aldrich area and the 20-acre Cordata Park area on the north side of the Thomas (Horton) Road right-of-way. The Bellingham School District is constructing a new elementary school near the proposed intersection of Horton/Aldrich and the Parks Department has developed a Cordata Park Master Plan, which requires primary vehicle access to an improved parking lot and restroom facilities from a yet-to-be-constructed 1/4-mile (1,333 feet) extension of West Horton Road to Aldrich Road.

Public Works and the Parks Department are working together on the feasibility and timing of construction for the extension of Horton to Aldrich, but the presence of wetlands, a stream, and forested habitat are likely to require a lengthy permitting process, as well as the purchase of additional land to meet mitigation requirements for environmental impacts. In 2008, the City included the West Horton Road extension in its 6-Year Transportation Improvement Program, but the anticipated cost of constructing the 1/4-mile extension has increased significantly and the length of time necessary to assess mitigation requirements, purchase enough acceptable land for off-site mitigation requirements, and obtain local, state, and federal permits will delay the construction of this needed east-west arterial street extension.

#### **Tremont Avenue (Residential Street/Collector Arterial)**

Tremont Avenue is a residential street and connects Meridian (SR539) to Cordata Parkway and residential areas in the northern Cordata Neighborhood. Tremont is built to minimum standards between Meridian and Hadley Street with future development having the responsibility to complete this section of Tremont to full urban standards when development occurs. From Hadley Street to Cordata Parkway Tremont is built to full urban standards and includes curb, gutter, and setback sidewalks with landscaping. Consideration should be given to re-classifying Tremont to a collector arterial in recognition that it meets the purpose and function of a collector arterial and there few east-west arterial connections between Cordata Parkway and Meridian.

#### **Slater – Kline Road Connection (Future Secondary Arterial)**

As previously stated, there is a significant need for additional east-west arterial street connections in the Cordata Neighborhood. The Slater – Kline Road Connection has a lengthy history and has been adopted in County, private, and City plans that address future development and transportation infrastructure requirements. A Kline Road connection between Cordata and Meridian has been a requirement for new development since the Cordata Planned Unit Development (PUD) was created in 1986 and a Kline Road connection between Cordata and Aldrich has been a requirement since the

Cordata PUD was amended in 1996. The zoning table for Area 27 of the former Guide Meridian Neighborhood specifically listed "the east-west Slater Connector arterial route" as a pre-requisite condition of development review.

Whatcom County identified an east-west arterial connection between the intersection of Slater/Northwest and Cordata Parkway as a transportation project needed to accommodate future growth in the Transportation Element of the 1997 Whatcom County Comprehensive Plan, included a Slater Road connector in the Whatcom County Transportation Improvement Program (TIP), and purchased right-of-way for this project. Whatcom County removed the Slater Connection from the TIP in 2006 and is no longer pursuing this project. City of Bellingham transportation planners included the Slater Connector in the Transportation Element of the 2006 Bellingham Comprehensive Plan as a transportation project that will be needed to accommodate future growth if the Bear Creek area experiences urban levels of development. Making this arterial connection would provide regional connectivity between Interstate 5 and Meridian (SR539), which would provide significant transportation benefit to both the City and the County.

Several hundred residential homes have been proposed for the northernmost portion of the Cordata Neighborhood. If an additional east-west arterial connection is not provided between Aldrich Road, Cordata Parkway, and Meridian, then all traffic generated from this development will be forced onto the north-south Cordata Parkway and will use both Tremont and Horton as east-west connections to Meridian. At the very least, an east-west arterial street connection between Aldrich Road, Cordata Parkway, and Meridian will be needed to provide adequate multimodal transportation connectivity and mobility in the northern Cordata Neighborhood. In the event that future annexation and urban levels of development occur in the Bear Creek area, then an east-west arterial street connection between Aldrich Road and Northwest Road will be needed to provide adequate multimodal transportation connectivity and mobility between I-5 and Meridian (SR539). The Slater – Kline Connector or a similar east-west secondary arterial alternative, would provide significant transportation benefit to both the Cordata Neighborhood and the region in general.

### **Residential Streets**

There are platted, undeveloped street rights-of-way within the neighborhood. Some of these streets would be very expensive and destructive to natural features if developed as platted. They would also place limits on attempts to design developments in a manner more sensitive to the existing natural environment and land use/traffic conditions of the area.

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AS THIS AREA DEVELOPS, EXISTING UNDEVELOPED BUT PLATTED RIGHTS-OF-WAY SHOULD BE RE-EXAMINED AND, WHERE WARRANTED, SELECTIVELY VACATED IF THEY ARE NOT NECESSARY TO ACCOMMODATE FUTURE DEVELOPMENT IN THE CORDATA NEIGHBORHOOD. IF FEASIBLE, NEW STREET SYSTEMS WHICH ARE MORE COMPATIBLE WITH NATURAL FEATURES AND DEVELOPMENT PATTERNS SHOULD BE PLANNED AND BUILT.

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THE RECOMMENDED RESIDENTIAL STREET STANDARD FOR THE CORDATA NEIGHBORHOOD IS A 28-FOOT WIDE STREET WITH CURBS, GUTTERS, STORM DRAINAGE, A PLANTING STRIP AND SETBACK SIDEWALKS ON BOTH SIDES, WHEREVER POSSIBLE.

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### **Sidewalks and Bicycle Facilities**

As the Cordata Neighborhood continues to develop with both homes and commercial businesses, neighborhood residents, visitors, and employees will need safe and convenient sidewalks and bicycle facilities along the street system.

Northwest Avenue and West Bakerview are designed as "unmarked Bike Lanes." A number of the collector arterials have designated bike lines. The neighborhoods in the Cordata Unit Development have sidewalks that connect to the Cordata Parkway, Secondary Arterial thereby connecting the neighborhoods to shopping areas.

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5-FOOT SIDEWALKS SHOULD BE INCLUDED IN PRIVATE ROAD AND PARKING LOT IMPROVEMENTS, WHEREVER POSSIBLE.

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ALL ARTERIALS, WHEN UPGRADED OR CONSTRUCTED, SHOULD HAVE OUTSIDE LANES WIDE ENOUGH TO SAFELY ACCOMMODATE BICYCLE TRAFFIC. IF THIS IS NOT FEASIBLE, THEN THERE SHOULD BE SHARED USE SIGNING OF THE OUTSIDE TRAFFIC LANES.

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### **Public Transportation**

The Cordata Station, built in 2008, is Whatcom Transportation Authority's (WTA) transit center for the northern portion of Bellingham. The station provides a transit hub for the Whatcom Community College, adjacent residential neighborhoods, and is centrally located within the commercial core.

Street and site designs that maximize public transportation travel opportunities should be encouraged. Design attributes that accommodate public transportation include:

1. A connecting street network that facilitates the direct movement of transit vehicles and accommodates their functional requirements;
2. Bus stops, bus pullouts and covered waiting areas at major boarding locations; and
3. Walkways linking buildings to boarding locations, abutting developments and arterial streets.

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BUS STOPS SHOULD BE CONSIDERED AT LOCATIONS RECOMMENDED BY WHATCOM TRANSPORTATION AUTHORITY. WALKWAYS SHOULD CONNECT BUILDING ENTRANCES TO BUS LOADING FACILITIES.

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## **V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS**

~~The Cordata Neighborhood is approximately 840 acres in size. The dominate land use within this majority of the neighborhood is subject to those standards provided in the Cordata Business Park Planned Unit Development (PUD). All areas within this neighborhood, except 2, 6, 7, 12, 16, 17, 18, and 19 are included in the PUD. residential. R~~

~~The dominate land use within this neighborhood is residential. Residential development is mostly located along the western and northern portions of the neighborhood and is comprised of individual communities with unique character and attributes. The neighborhood values its existing communities.~~

~~The remaining portion of the neighborhood is comprised of commercial, industrial, and institutional zoned areas. These areas are primarily located on the two main arterials, West Bakerview Road, Horton, and Cordata Parkway. Increased employment opportunities should be created in these areas to take advantage of this neighborhood's proximity to I-5 and complimenting business establishments within the adjacent Meridian Neighborhood. As these areas develop, considerations should be given to mitigate potential impact to adjacent residential communities. Currently, either streets or natural areas buffer these uses from the residential portions of the neighborhood.~~

~~NEW RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL DEVELOPMENTS SHOULD RESPECT THE SCALE OF EXISTING AND NEARBY NEIGHBORHOODS UNDER THE PREVIOUS DEVELOPMENT CONDITIONS.~~

~~LAND USE AND ZONING VARIANCES SHOULD NOT BE GRANTED THAT ADVERSELY AFFECT THE NEIGHBORHOOD CHARACTER.~~

~~The neighborhood lacks active recreational amenities, including parks and trails. An informal trail system and the sidewalks provide pedestrian and bicycle amenities. The increase of residential development in the last decade resulted in the need for additional active recreational uses. As a result, the North Bellingham Trail Plan was established to fulfill this need and will be the mechanism to ensure that future development contributes to the ongoing demand for these amenities.~~

### **Area 1**

~~This subarea was established through the approval of the Amendment #2 area of the Cordata Business Park, Stage II, Planned Unit Development (PUD), allowing a mix of residential, industrial, commercial, and institutional uses.~~

~~The transportation network and critical areas have shaped the development in this area. Cordata Parkway provides the primary north/south arterial route to this planning area. The importance of east/west connections from Cordata Parkway to Aldrich Road and Meridian Street will increase as the area reaches full build-out, providing alternative routes of access.~~

~~The open area of the southwest corner of Cordata Parkway and Meadowbrook Ct. is part of the area designated as a town center in the Cordata Master Plan. Any development of this space should comply with the intent of the Master Plan.~~

~~The critical areas have established boundaries between residential communities and offer a natural buffer between the industrial and residential land uses.~~

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## AREA 1 LAND USE DESIGNATION: PLANNED RESIDENTIAL/COMMERCIAL/INDUSTRIAL

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### Area 2

This subarea consists of a 20-acre park known as Cordata Park. The approved Master Plan for this park has been incorporated into the Park, Recreation, and Open Space Chapter of the Comprehensive Plan. The park will be constructed in phases with the first phase including the construction of a trail from Horton Road.

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## AREA 2 LAND USE DESIGNATION: PUBLIC

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### Area 3

This 15-acre area is developed with a multifamily residential development owned by the Bellingham Housing Authority in the southern half of the subarea, and a City owned storm water detention facility in the northern portion. The 7.5 acre detention facility and open space was previously owned and maintained by Whatcom County until it was deeded to the City.

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## AREA 3 LAND USE DESIGNATION: PUBLIC

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### Area 4

This 15 acre area is west of Cordata Parkway and West Horton Road. This subarea contains the Heronwood and El Deorado multifamily (over 55 residents) housing developments, and currently has further residential development potential. Baker Creek bisects this subarea.

A City of Bellingham sewer pump station is located in the southeast corner of this subarea adjacent to Horton Road. This site currently has the ability to accommodate the future expansion of this pump station as development within this sewer service area occurs.

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## AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL

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### Area 5

This subarea is predominately built-out with only two vacant parcels remaining for development. Access to these industrial uses is provided by the Sequoia Drive and Ryzex Way. Some of the existing businesses include Blue Seas, Ryzex, and Comcast.

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## AREA 5 LAND USE DESIGNATION: INDUSTRIAL

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**Area 6**

This 21 acre area is on the southeast corner of the Horton Road right-of-way and Aldrich Road. Bear Creek tributary system crosses the northeast corner of the area. Construction of the unimproved Horton Road should occur as this subarea develops. Two single family residences currently exist within this area. Development within this subarea should contribute land for the proposed West Cordata Trail that connects to the trail in the adjacent school site.

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**AREA 6 LAND USE DESIGNATION: RESIDENTIAL SINGLE, MEDIUM DENSITY****Area 7**

This subarea is the site of a Bellingham School District elementary school. Development within this subarea should contribute land for the proposed West Cordata Trail. Concurrent with the annexation of this property in 2009, the Bellingham School District entered into a concomitant agreement with the City to dedicate an easement through their site for the West Cordata Trail.

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**AREA 7 LAND USE DESIGNATION: RESIDENTIAL SINGLE, MEDIUM DENSITY****Area 8**

This subarea is entirely built out under the existing zoning designation. The residential neighborhoods in this neighborhood include The Village, The Heights, Fir Ridge I and II, and Festival Square.

A private regional detention facility is centrally located within this area. Two separate tributaries to Bear Creek bisect the site preventing interconnectivity between neighborhoods.

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**AREA 8 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY\*****Area 9**

Peace Health, Sea Mar, and Merrill Gardens are a few institutional uses present in this subarea. The site consists of 42 rolling acres, located generally west of Cordata Parkway, between Horton and Stuart Roads. Access for development not fronting Cordata Parkway is proposed from a private lane connecting Stuart Road and Cordata Parkway.

In 2010, the property was rezoned to permit general office uses in addition to those institutional uses allowed in the PUD. Wetlands help to buffer between the large office buildings in this area and residential lands to the west in Area 8 and should be enhanced as development occurs.

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**AREA 9 LAND USE DESIGNATION: INSTITUTIONAL\***

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### **Area 10**

This rolling 27-acre site is developed with a mix of hi-tech industrial, medical office, and service care uses. The eastern portion of the site is mostly vacant. The critical areas that have been identified within this subarea have been consolidated into a linear open space system. These features should continue to be incorporated in the site planning of future development to the extent feasible. Wetlands and drainage features, as they are preserved, turn into linear open spaces. Baker Creek offers a natural buffer from the allowed industrial uses within the subarea and those residential uses to the south.

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### **AREA 10 LAND USE DESIGNATION: INSTITUTIONAL\***

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### **Area 11**

This area is approximately 35 acres in size and located east of Cordata Parkway, lying north and south of Stuart Road. There are approximately 30 acres lying north and 5 acres lying south of Stuart Road.

The site is predominately pasture and contains approximately 9 acres of wetlands. The tributary to Baker Creek in the northern portion of this area should be protected.

Cordata Parkway and Stuart Road provide the primary access to the site. Stuart Road abutting this subarea will require improvements to provide both pedestrian and vehicular circulation into Area 11. This road section should be improved to a standard to accommodate the anticipated level of development in this subarea.

Because of its central location within the Cordata Business Park, Area 11 is appropriate for high density residential and mixed use development. Live/work and work/live units would complement the site as a transition between the established adjacent uses and residential areas. Neighborhood commercial centers can provide convenience shopping opportunities within easy walking, biking, or transit distance of surrounding residential populations and may reduce the number of vehicle trips generated. These centers should have a variety of development features such as ground floor office/retail, upper floor residential at densities that support transit, increased building height limits to create a neighborhood focal point, underground parking where feasible, pedestrian plazas and other gathering places, including regional pedestrian connections.

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### **AREA 11 LAND USE DESIGNATION: RESIDENTIAL/COMMERCIAL/INDUSTRIAL**

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### **Area 12**

This subarea is approximately ~~8~~<sup>12</sup> acres in size and annexed into the City in June 2008. The area is developed with two single family residences, one located adjacent to Division road right-of-way at the south end of the area and one in the central part of the area adjacent to Aldrich Road. The 62-acre West Cordata Green Condominium development is the only existing land use enablement within this area. The project consists of a 344 unit planned unit development that proposes residential development on both sides of June Road. The remaining portion of the subarea is vacant. Traffic congestion, arterial access and internal circulation are important transportation issues related to this area. Aldrich Road,

therefore, will be improved to full Collector standard and June Road will be improved to Collector Arterial standard when development occurs; thereby providing a more functional circulation pattern for the Cordata Neighborhood and surrounding areas. Critical areas within this area include a tributary of Bear Creek extending through the northern portion of the area in an east/west alignment, wetlands, and their associated buffers. The majority of the contiguous wetlands have been preserved in the West Cordata Green Condominium development. Development within this subarea should contribute land for the proposed West Cordata Trail.

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

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##### **Area 13**

These 70 acres make up the Whatcom Community College campus. On-site wetlands have been incorporated into the campus master planning. Additional development for college related uses are anticipated within the currently vacant portions of this subarea.

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#### **AREA 13 LAND USE DESIGNATION: INSTITUTIONAL**

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##### **Area 14**

This 36 acre site fronts Cordata Parkway, extending north and south on Stuart Road. Development includes light industrial and office buildings accessed via a private lane. The southern portion of this area includes Silver Creek, associated wetlands, and a regional stormwater facility that is privately owned and maintained by the Cordata Business Park Association.

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#### **AREA 14 LAND USE DESIGNATION: INDUSTRIAL**

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##### **Area 15**

This area contains a grocery store and two commercial buildings. Silver Creek runs parallel to West Bakerview Road in the southern portion of this site in an underground culvert. Necessary easements and maintenance provisions for this section of Silver Creek should be provided as development or redevelopment occurs.

##### **Area 16**

This 15-acre area, east of Eliza Avenue and bisected by Westerly Road, is fully developed with a residential housing development owned by The Bellingham Housing Authority. Spring Creek and associated wetlands create a forested buffer between this site and Eliza Avenue/the commercial uses due south. This area is within walking distance of Whatcom Community College, the Cordata Transit Center, employment centers, and two grocery stores.

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## **AREA 16 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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### **Area 17**

This area contains the Bakerview Square commercial development, a parking lot for an adjacent commercial use, and one vacant parcel. Silver Creek bisects the site in an underground culvert. Necessary easements and maintenance provisions for this section of Silver Creek should be provided as development or redevelopment occurs.

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## **AREA 17 LAND USE DESIGNATION: COMMERCIAL**

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### **Areas 18 and 19**

These subareas are served by West Bakerview Road, Aldrich Road, and Darby Drive. The extension of Darby Drive through this subarea is important to provide inter-neighborhood connectivity. The area is appropriate for a mix of commercial and high density residential given its close proximity to existing services, I-5, and high visibility necessary for commercial businesses. Since annexation, the adoption of the access management ordinance and the consolidated ownership of properties has been enabled development in a coordinated manner. Ownership of the remaining parcels with development potential is consolidated in manner that provides the opportunity for continued coordinated site planning. These subareas contain critical areas that have shaped the existing development and will be a major factor when site planning future development. Where feasible, these critical areas should be incorporated as an asset in development proposals. Development should continue to provide access to the Division Street trail. This trail is designed to provide neighborhood connectivity and pedestrian and bicycle access to Whatcom Community College, the commercial areas in the vicinity, and provide a link to Cordata Park to the north via the West Cordata trail. Additional trail connections should include a link from Darby Drive.

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## **AREA 18 LAND USE DESIGNATION: COMMERCIAL\***

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## **AREA 19 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY\***

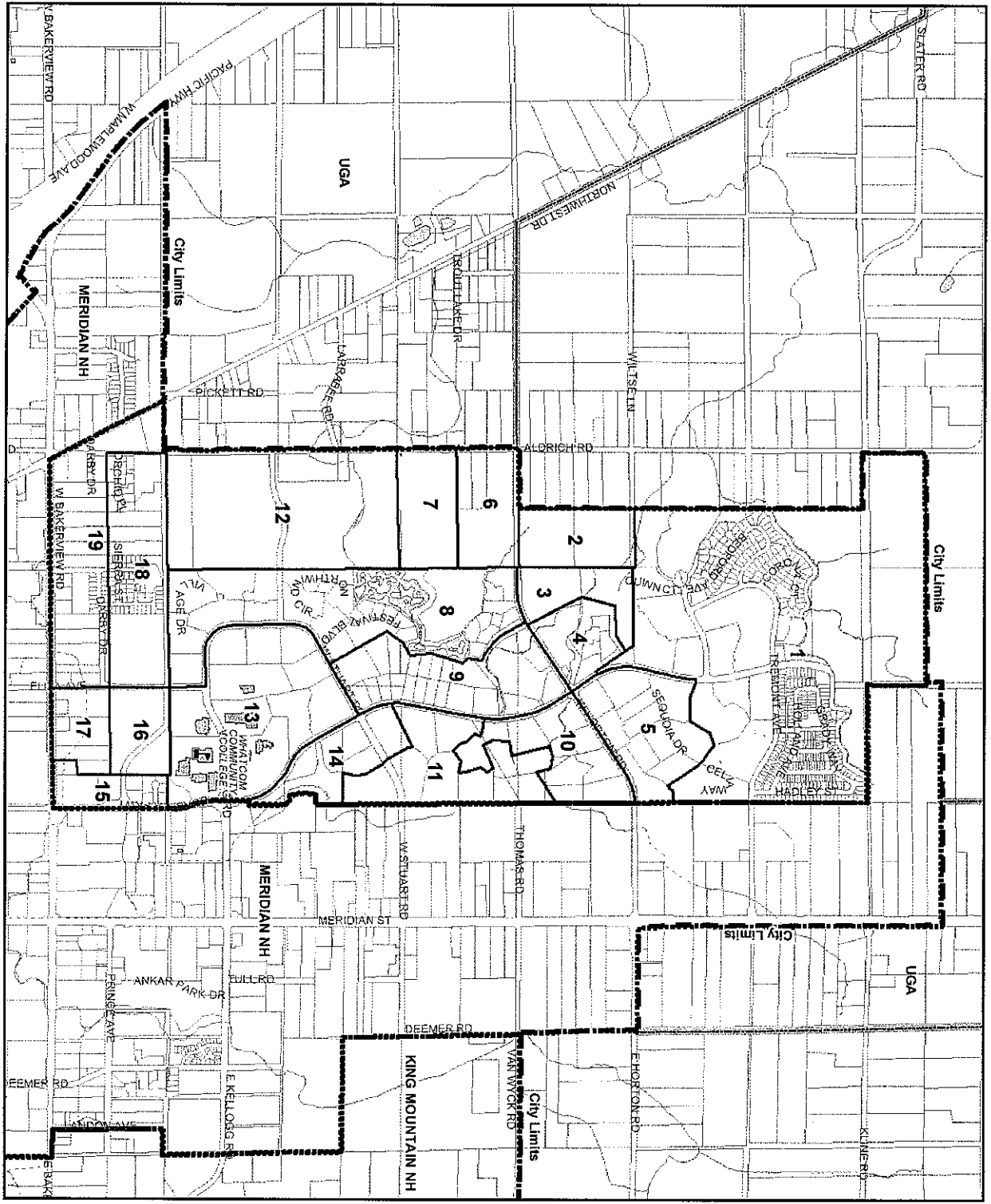
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As adopted by Ordinance No. 8868 and amended by Ordinance 8946, 9271, 9327, 9442, 9446, 9491, 9492, 9511, 9524, 9559, 9601, 9638, 9652, 9689, 9820, 9874, 9879, 9886, 9901, 9995, 10380, 10391, 10490, 10585, 10616, 10665, 10756, 10779B, 10857, 98-02-001, 2002-01 -004, 2002-01 -007, 2002-09-062, 2004-12-087, 2007-12-102, 2008-05-050, 2009-07-044 and 2009-1 2-079.

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**EXHIBIT G**  
**Cordata Neighborhood Land Use Map**

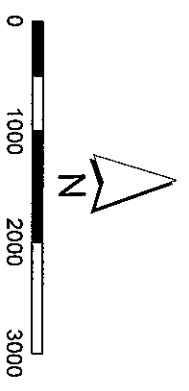
2-82



# CORDATA NEIGHBORHOOD LAND USE

Legend:

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Public
2	Commercial/Indus./Res. Multi
3	Residential Multi
4	Institutional/Res. Multi
5	Industrial
6	Res. Single, Medium Density
7	Res. Single, Medium Density
8	Res. Multi, High Density
9	Institutional
10	Industrial
11	Commercial/Indus./Res. Multi
12	Res. Single, Medium Density
13	Institutional
14	Industrial
15	Commercial
16	Res. Multi, High Density
17	Commercial
18	Res. Multi, High Density
19	Commercial



City of Bellingham  
Planning Department  
2010

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**EXHIBIT H**  
**Cordata Neighborhood Zoning Map**

2-84



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**EXHIBIT I**  
**Cordata Neighborhood Table of Zoning Regulations**  
**Bellingham Municipal Code BMC 20.00.045**

**NOTE: Separate packet.**

2-86

**20.10.025 - Retail Establishments - Maximum Size**

**A.** An individual retail establishment, including but not limited to membership warehouse clubs, discount stores, specialized product stores and department stores, shall not exceed 90,000 square feet of gross floor area. This restriction shall apply in all zones, including all General Use Types and Use Qualifiers. If this Section conflicts with any other provisions of this Title, this Section shall prevail.

In ~~Guide Meridian/Cordata Neighborhood Zoning Map Areas 17C, 18, 19, 20, 25, 26 and 26A and Meridian Neighborhood Zoning Map Areas 3, 5, 10, 11, 12, 14, 15, 17, 18, 21, 22, 25, 25, 27, 31, 32, and 331, 1A, 2, 4, 5, 8, 9, 10, 12, 12A and 12B~~ the size limit may be exceeded if the proposal meets all of the following conditions:

1. The facility is not a superstore. "Superstore" means a retail establishment that exceeds 90,000 square feet of gross floor area, sells a wide range of consumer products primarily for household or personal use and devotes more than 10% of the total sales floor area to the sale of nontaxable merchandise. "Nontaxable merchandise" means products, commodities, or items the sale of which is not subject to Washington State sales tax. "Sales floor area" means only interior building space devoted to the sale of merchandise, and does not include restrooms, office space, storage space, automobile service areas, or open-air garden sales space. This definition excludes membership warehouse clubs where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances and many items are sold in large quantities or bulk; and

2. The proposal satisfies the following environmental mitigation measures:

a. Leadership in Energy and Environmental Design (LEED)™ certification at the silver level (or equivalent green building system). Projects shall apply for the LEED™ rating system the Director determines is most suitable for the project type; and

b. The area of new or expanded impervious surfacing shall have a Green Factor score of at least 0.3.

**B.** For the purpose of Subsection 20.10.025.A., gross floor area shall consist of the sum of the gross horizontal areas of all floors within the inside perimeter of the exterior walls of the structure or tenant space and roofed or partially walled outdoor areas reserved for the display, storage, or sale of merchandise, including accessory uses inside the primary retail establishment. Structured parking is excluded. The gross floor area of adjacent stores shall be aggregated in cases where the stores (1) are engaged in the selling of similar or related merchandise and operate under common ownership or management; (2) share check stands, a warehouse, or a distribution facility; or (3) otherwise operate as associated, integrated or cooperative business enterprises.

1 C. A building space occupied by an existing single retail establishment larger than  
2 90,000 square feet may change occupancy to a different retail establishment of the same or  
3 smaller size except the space may not be converted to a superstore as defined in BMC  
4 20.10.025 A.1.

5  
6 D. If this Section conflicts with any other provisions of this Title, this Section shall  
7 prevail except it shall not affect the minor expansion rights of nonconforming stores under  
8 BMC 20.14.010 E.

9

## 2005 City of Bellingham Comprehensive Plan

### Framework Land Use Policies

**FLU-1** It is the City's overall goal to preserve and protect the unique character and qualities of the existing neighborhoods. All policies, proposed development code and zoning changes should be reviewed with this goal in mind.

**FLU-2** Bellingham's land use pattern should accommodate carefully planned levels of development that promotes efficient use of land, reduces sprawl, encourages alternative modes of transportation, safeguards the environment, promotes healthy neighborhoods, protects existing neighborhood character, and maintains Bellingham's sense of community.

**FLU-4** Affordable, attractive, stable and diverse residential neighborhoods should be encouraged while providing for a variety of housing opportunities.

**FLU-12** Encourage active participation by all Bellingham residents in planning for the future.

**FLU-13** Establish and support a culture of dialogue and partnership among City officials, residents, property owners, and the business community and other governmental agencies.

**FLU-14** Establish a collaborative neighborhood planning process that reflects the City's commitment to neighborhood planning. Updating neighborhood plans should be guided by the goals and policies in this plan to ensure that:

- Neighborhood character is maintained as new development occurs;
- Both neighborhood specific and city-wide goals and policies are considered; and
- Representatives of the City and the neighborhoods are working together in partnership.

The city will use a number of techniques to encourage participation in the neighborhood planning process, including but not limited to:

- Public hearings and work sessions
- Open houses and community forums
- Polls and other mass mailings
- Advisory and working committees
- Newspaper articles and inserts
- Radio and television
- The City's web site

As the neighborhood plans are updated, important characteristics, priorities, and issues should be identified. In general, neighborhood plans should address issues such as:

- Housing densities sufficient to accommodate the forecasted population growth.
- Street design standards, including a preference for narrow, tree lined streets arranged in a modified grid pattern with sidewalks to make walking, bicycling and transit use easy and interest.
- A coordinated system of open space, parks and trails, with a neighborhood part within walking distance or a short transit ride away.

- A prioritized list of infrastructure needs (such as sidewalks, parks, streets, schools, etc.).
- A readily accessible elementary school.
- Design and development policies for urban centers that are within walking distance or a short transit ride away.
- Diverse housing types that accommodate varying income levels, household sizes, and lifestyles.
- Sufficient housing densities to enable frequent transit service and sustain neighborhood businesses.
- Identified view corridors from public spaces such as parks and trails.
- Important historical or cultural resources.

## ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT

## PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

210 Lottie Street, Bellingham, WA 98225

Telephone: (360) 778-8300 Fax: (360) 778-8302 TTY: (360) 778-8382



<b>PROPONENT:</b>	City of Bellingham
<b>LOCATION:</b>	Guide Meridian/Cordata and Meridian Neighborhoods, as depicted in the Land Use Map of the Bellingham Comprehensive Plan, page LU-4
<b>TITLE OF DOCUMENT BEING ADOPTED:</b>	Final Environmental Impact Statement (FEIS) for the City of Bellingham; Bellingham Urban Growth Area; Five-year Review Areas; and Whatcom County Urban Fringe Subareas
<b>AGENCY THAT PREPARED DOCUMENT BEING ADOPTED:</b>	City of Bellingham: Planning & Community Development Department Whatcom County Planning and Development Department
<b>DATE ADOPTED DOCUMENT WAS PREPARED:</b>	July 1, 2004
<b>LEAD AGENCY / AGENCY ADOPTING DOCUMENT:</b>	City of Bellingham
<b>ADOPTION FOR:</b>	Meeting the City of Bellingham's responsibilities under the State Environmental Policy Act (SEPA)
<b>PROPOSAL:</b>	Revise the boundaries of the existing Guide Meridian/Cordata and Meridian Neighborhoods resulting in the creation of the new Cordata Neighborhood, elimination of the Guide Meridian/Cordata Neighborhood, and enlarging the Meridian Neighborhood. No zoning or regulatory modifications are proposed. Minor updates to existing information and references are included.
<b>DESCRIPTION OF DOCUMENT BEING ADOPTED:</b>	FEIS for the City of Bellingham's Comprehensive Plan, applying to Bellingham; Bellingham Urban Growth Area; Five-year Review Areas; and Whatcom County Urban Fringe Subareas.
<b>IF DOCUMENT BEING ADOPTED HAS BEEN CHALLENGED (WAC 197-11-630) DESCRIBE:</b>	No appeals have been filed.
<b>THE DOCUMENT IS AVAILABLE TO BE READ AT:</b>	City of Bellingham Planning & Community Development Department 210 Lottie Street Bellingham, WA 98225 or online at <a href="http://www.cob.org">www.cob.org</a>
<b>STAFF CONTACT:</b>	Kathy Bell, Planner II <a href="mailto:kbell@cob.org">kbell@cob.org</a> 360.778-8347
<b>DATE OF ISSUE:</b>	

This adoption of existing environmental document is done under the provisions of WAC 197-11-630. The adoption of this existing environmental document is for a City of Bellingham Non-Project Action (as detailed in the "Proposal" section above). SEPA review will be required for development applications and any other project specific actions that exceed the categorical exemption thresholds set forth in WAC 197-11-800.

  
Jeff Thomas, Planning and Community Development, SEPA Responsible Official