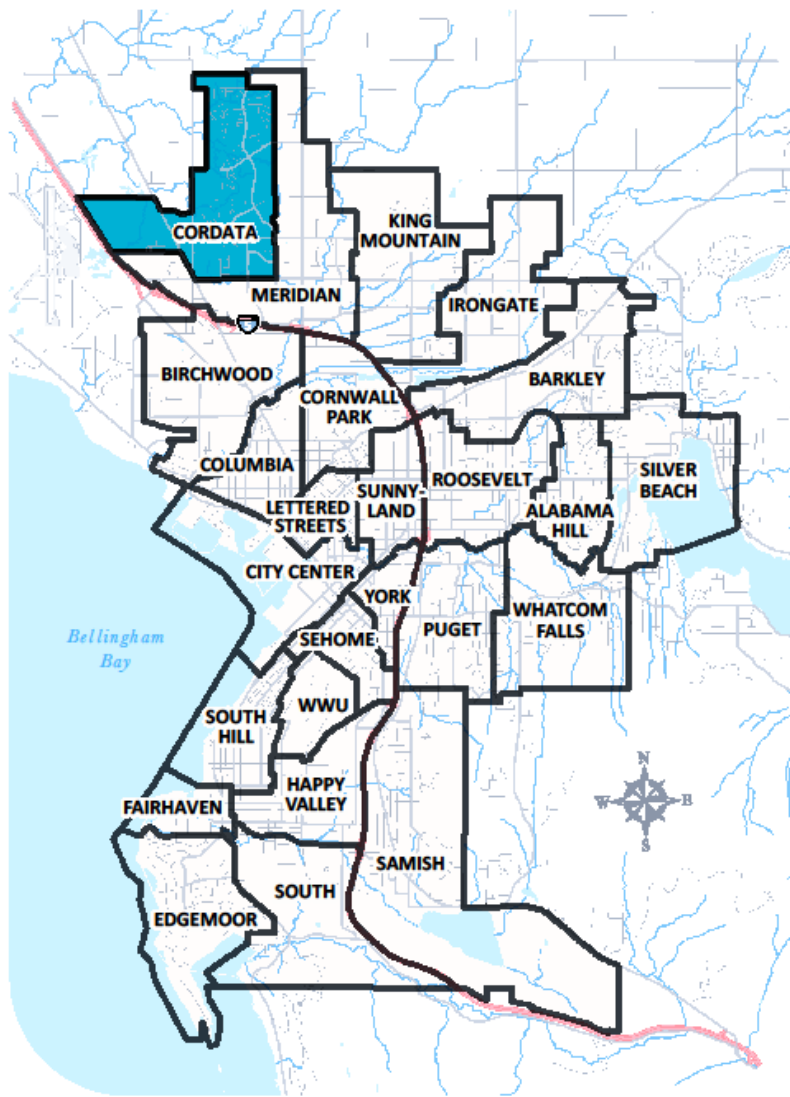




Cordata Neighborhood Plan

As adopted by Ordinance No. 2010-12-074 and amended by Ordinance No. 2013-07-054, 2014-09-047, 2017-07-019, 2017-07-020 and 2017-11-025

Formerly Guide Meridian / Cordata Neighborhood - 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, 2009-12-079.



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.

CORDATA NEIGHBORHOOD PLAN

VISION STATEMENT

The Cordata Neighborhood strives to enhance the quality of life of its residents by access to public safety, educational opportunities and recreational facilities. The neighborhood values protection, maintenance, preservation and enhancement of open spaces and wildlife corridors. Future development within the neighborhood should be considered on a comprehensive basis that maintains 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, West 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 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 (PUD) 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 Merrill Gardens, Peace Health and North Cascade Rehabilitation Center. Industrial uses are generally located in the northeastern portion of the neighborhood.

Goal No. 1 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 within the neighborhood. Another new destination for community involvement is the new Community Garden at the end of Cordata Parkway. The area does not include public services such as a public library, community center, post office annex or fire station.

The 2016 Bellingham Comprehensive Plan contemplates a future urban village in the Cordata Neighborhood. Area 11, south of the community park, is zoned for this type of use, but other sites may be considered as well.

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 consider utilizing the City's Infill Housing Toolkit, a chapter to the Bellingham Municipal Code that establishes special development regulations for a series of infill housing forms.

Goal No. 2 Energy conservation is encouraged through the location and design of buildings to conserve heat and provide opportunities for passive solar absorption. "Green" construction material and methods should be used whenever possible.

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.

Goal No. 3 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. The Cordata Elementary school on Aldrich Road will serve the growing residential population.

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

Goal No. 4 New housing developments should allow for open spaces with playgrounds and green areas and provide connectivity to support pedestrians and multi-modal transportation options.

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.

III. PARKS, RECREATION AND OPEN SPACE

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, and seniors. 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. Seven acres of the park will be used for active recreational activities with amenities including play areas, outdoor picnic tables and benches, shelter/pavilion for indoor picnic use or neighborhood meetings (facility to include restroom with sink and counter outside of restroom) neighborhood gathering areas, a skate area and more.

A trail through the 20-acre Cordata Park was completed in November 2010 as Phase 1. A future phase plans to continue the trail to Cordata Parkway through the 7.51 acre land deeded by Whatcom County to the City.

In 2015 the City purchased 20.6 acres for a new community park, which will provide community park amenities, open space linkages and trail corridors, conserve wildlife habitat areas (wetlands and wetland buffers) and recreational opportunities. Phase 1 construction should commence in 2018-2019.

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.

Goal No. 5 The recommendations of the Park, Recreation, and Open space chapter of the City's comprehensive plan should be implemented.

The topography of the neighborhood 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. These features serve an important hydrological function as well as providing an opportunity for a greenbelt open space system through the neighborhood.

Goal No. 6 Open space corridors should be maintained along the streams and natural drainage channels as development occurs.

Goal No. 7 Wherever feasible, significant existing trees should be preserved and incorporated into the open space/landscaping pattern of the future development.

The Cordata Neighborhood Association recommends that the wetlands between the Evergreen Rehabilitation Hospital and Comcast Headquarters on the east side of Cordata Parkway be deeded to the City. The City should develop trails through the area that will preserve wetlands and trees.

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. This property will provide additional recreational opportunity to this neighborhood as identified in the North Bellingham Trail Plan.

Goal No. 8 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 in the comprehensive plan. The land standard includes active park facilities, passive open space, trails, 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 trail system should 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 the 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. Stormwater 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.

Goal No. 9 Open detention ponds should be integrated as aesthetic amenities into the design of all developments.

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.

Goal No. 10 The Baker Creek flood plain should be maintained in its natural condition to provide channel storage for stormwater run-off.

Goal No. 11 On-site stormwater retention facilities should be installed at planned developments to maintain stormwater peak run-off rates no greater than pre-development levels.

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 Cordata Neighborhood is 4,484, which is expected to increase once the developments known as West Cordata Green, South Springs, and Cordata Urban Village are completed.

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. The neighborhood encourages the City to take all necessary steps 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 work together on matters related to improving the water quality of the Lake Whatcom Reservoir.

Libraries

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.

Click here to view the [Cordata Circulation Map](#)

V. TRANSPORTATION AND CIRCULATION

The Transportation Element of the Bellingham Comprehensive Plan contains the transportation visions, goals, and policies to guide the development of the citywide multimodal transportation network. A transportation project improvement list for the Cordata Neighborhood Plan is contained in the Transportation Element, where the City considers in developing the annual 6-Year Transportation Improvement Program (TIP). Traffic control features (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 Eliza Avenue from Kellogg Road to Division Street. Additionally, bike lanes along Cordata Parkway and neighboring streets should be incorporated where physical space allows.

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 Cordata Neighborhood Arterial Routes Map and detailed below.

Meridian Street/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 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 Street, but bike lanes are not present and Meridian Street is not likely to become a bike-friendly environment. Public transit along Meridian Street 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.

Goal No. 12 Minimum driveway spacing on arterial streets is 200 feet (BMC 13.52.060); But local access points on Meridian Street should be at least 300 feet and ideally 600 feet. Internal service roads should be developed to connect properties with access roads to Meridian Street.

Because Meridian Street 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 Street will experience longer wait times at traffic signals. At some undefined point in the future, the City and Washington State Department of Transportation (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. After annexation of the land abutting West Bakerview Road, the road was constructed from Interstate 5 to Meridian Street with 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 through a Local Improvement District process. Significant traffic congestion develops daily on West Bakerview Road to Northwest Avenue.

Cordata Parkway (Secondary Arterial)

Cordata Parkway is essentially the transportation backbone of the Cordata Neighborhood. This major north-south corridor 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 Parkway 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 Parkway/Kellogg Road and Cordata Parkway/Westerly Road. Additional roundabouts or traffic signals may be necessary at the intersections of Cordata Parkway/Stuart Road and Cordata Parkway/Horton Road 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 Parkway between Stuart and Horton Roads. 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.

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. 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 PUD 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 Avenue/West Bakerview Road intersection in 2004. Sidewalks and bicycle lanes exist on Eliza Avenue between West Bakerview and Kellogg Roads, except on the west side from Westerly to Kellogg.

Currently, the southern terminus of Eliza Avenue 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 Parkway/West Bakerview Road 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 Street and Cordata Parkway, Kellogg Road is classified as a secondary arterial. Between Cordata Parkway and June Road, Kellogg Road 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 Road 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 Road between Cordata Parkway and Meridian Street, 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 the corner of Kellogg Rd. and Eliza Avenue (southeast side) to Division Street.

West of Cordata Parkway, Kellogg Road currently serves as the primary entrance to the 73-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- and transit-oriented commuter college. In 2015, WCC served 4,110 full time equivalent (FTE) students and 4,056 community and continuing education students, employed 510 workers, including faculty, and offered a range of transfer degrees and professional-technical degrees and certificates.

The WCC Institutional Master Plan for the campus accounts for significant additional development on the campus, which will accommodate additional students and workers and will produce additional vehicle trips. 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 Parkway/Stuart Road 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 standard including bicycle lanes, curb, gutter, and sidewalks on both sides. Between Cordata Parkway and Meridian Street, Westerly Road 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 Street.

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 Street 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 Parkway/Stuart Road 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 Parkway/Stuart Road and Cordata Parkway/Horton Road 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, Cordata Elementary. 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 Parkway, West Bakerview Road, and perhaps even Meridian Street (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 Road/Aldrich Road 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.

The Public Works and the Parks Departments are working together on the feasibility and timing of construction for the extension of West Horton Road to Aldrich Road, 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 Road is built to minimum standards between Meridian Street and Hadley Street with future development having the responsibility to complete this section of Tremont Road to full urban standards when development occurs. From Hadley Street to Cordata Parkway Tremont Road is built to full urban standards and includes curb, gutter, and setback sidewalks with landscaping. Consideration should be given to re-classifying Tremont Road 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 Street.

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 Parkway and Meridian Street 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 Parkway and Aldrich Road has been a requirement since the Cordata PUD was amended in 1996. The zoning table for Area 27 of the former Guide Meridian/Cordata 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 Road/Northwest Avenue 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 Street (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 Street, then all traffic generated from this development will be forced onto the north-south Cordata Parkway and will use both Tremont and Horton Roads as east-west connections to Meridian Street. At the very least, an east- west arterial street connection between Aldrich Road, Cordata Parkway, and Meridian Street 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 Street (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.

Goal No. 13 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.

Goal No. 14 The recommended residential street standard for the Cordata Neighborhood is a 28-foot wide street with curbs, gutters, storm drainage, and setback sidewalks.

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.

Goal No. 15 Five-foot sidewalks should be included in private road and parking lot improvements.

Goal No. 16 All arterial, when upgraded or constructed, should have outside lanes of sufficient width to safely accommodate bicycle traffic. If this is not feasible, then there should be shared use signing of the outside traffic lanes.

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.

Goal No. 17 Bus stops should be considered at locations recommended by Whatcom Transit Authority. Walkways should connect building entrances to bus loading facilities.

Click here to view the [Cordata Neighborhood Plan Land Use Map](#)

VI. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

The Cordata Neighborhood is approximately 1,099 acres in size. The 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.

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 West Bakerview Road, Horton Road, 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.

Goal No. 18 New residential, commercial, and industrial developments should respect the scale of the existing and nearby neighborhoods under the previous development conditions.

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 Business Park Master Plan. Any development of this space should comply with the intent of this master plan.

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

AREA 1 LAND USE DESIGNATION: RESIDENTIAL/COMMERCIAL/INDUSTRIAL

Area 2

This subarea consists of a 20-acre park known as Cordata Park. The approved Cordata Park master plan will be implemented in phases.

AREA 2 LAND USE DESIGNATION: PUBLIC

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 stormwater 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.

AREA 3 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 4

This 15-acre area is west of Cordata Parkway and West Horton Road. This subarea contains the Heronwood and El Dorado multifamily (over 55 residents) housing developments. 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.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

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.

AREA 5 LAND USE DESIGNATION: INDUSTRIAL

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.

AREA 6 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, 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.

AREA 7 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, 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.

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.

AREA 9 LAND USE DESIGNATION: INSTITUTIONAL

Area 10

This approximately 22-acre area 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.

AREA 10 LAND USE DESIGNATION: INDUSTRIAL

Area 11

This area includes approximately 17 acres and is located east of Cordata Parkway and north and south of Stuart Road. There are approximately 12 acres north and 5 acres south of Stuart Road.

The site is predominately pasture and contains approximately 4.5 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.

AREA 11 LAND USE DESIGNATION: RESIDENTIAL/COMMERCIAL/INDUSTRIAL

Area 12

This subarea is approximately 81 acres in size and annexed into the City in June 2008. The area is developed with two single family residences, one located adjacent to the 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.

AREA 12 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 13

The portion of Whatcom Community College (WCC) campus that is located within the Cordata Neighborhood includes all of Area 13, and portions of Areas 14 and 15. Area 13 is the primary core of the WCC campus as it houses the majority of the existing campus facilities including academic and support buildings, student services, parking, active recreation and open space.

Area 13 is the only portion within the Cordata Neighborhood that is regulated by the WCC Institutional Master Plan (IMP). The WCC IMP is a policy document for an overlay zone intended to guide future development within the WCC IMP subarea. See the WCC IMP for details.

AREA 13 LAND USE DESIGNATION: INSTITUTIONAL

Area 14

This 36-acre area fronts Cordata Parkway, extending north and south on Stuart Road. Development includes light industrial and office buildings accessed via a private lane. Land owned by the Whatcom Community College (WCC) Foundation, on the southeast corner of Cordata Parkway and Stuart Road, is used by WCC for professional programs, but is not subject to the WCC IMP.

The southern portion of this area includes W. Fork Spring Creek, associated wetlands, and a regional stormwater facility that is privately owned and maintained by the Cordata Business Park Association.

AREA 14 LAND USE DESIGNATION: INDUSTRIAL

Area 15

This area contains a grocery store and other commercial buildings. Land owned by the Whatcom Community College (WCC) Foundation at the southwest end of Calluna Court is used by WCC, but is not subject to the WCC IMP.

W. Fork Spring Creek runs parallel to West Bakerview Road in the southern portion of this area in an underground culvert. Necessary easements and maintenance provisions

for this section of W. Fork Spring Creek should be provided as development or redevelopment occurs.

AREA 15 LAND USE DESIGNATION: COMMERCIAL

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.

AREA 16 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

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.

AREA 17 LAND USE DESIGNATION: COMMERCIAL

Area 17A

This 2.4-acre area, is located on West Bakerview Road and is surrounded by commercial development to the east and west and residential development to the north. The area was rezoned in 2013 to remove the minimum planned contract site plan area for commercial and residential development. 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 occurs. Given the proximity of Area 17A to existing residential and commercial development, either commercial or a mix of commercial and residential development would be compatible for the site and neighborhood.

AREA 17A LAND USE DESIGNATION: COMMERCIAL

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.

AREA 18 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

AREA 19 LAND USE DESIGNATION: COMMERCIAL

Area 20

This area is approximately 182 acres in size and was annexed into the City in 2013. The area is relatively flat with rolling topography characteristic of the glaciomarine drift plain north of Bellingham. This area lies within the Silver Creek watershed, and within the Bear Creek sub-basin. Several tributaries of Bear Creek traverse the area with associated forested and emergent wetlands.

Due to the extensive critical areas throughout this area, special attention should be given to street and pedestrian improvements, access, internal circulation, drainage, utility services, and preservation of streams and wetlands early in the development concept phase. Incorporation of natural features should be provided as part of site design to ensure connectivity with existing city open space/trail systems and meeting the City's adopted residential service levels of providing parks, trails, and open space. These facilities should be provided as development occurs in this area as recommended in the Parks, Recreation and Open Space Plan and North Bellingham Trail Plan.

As determined by the City, an east-west collector arterial corridor should be established generally along the Mahogany Avenue right-of-way between Northwest Avenue and Pacific Highway. Public streets required by new development need to connect to existing public streets wherever possible or provisions need to be made for future connections to the public streets. Cul-de-sacs and dead-end streets are not encouraged and should only be allowed if critical areas warrant. The construction of new street improvements in this area should be coordinated with Whatcom Transportation Authority to ensure that existing transit operations are enhanced or that new transit needs can be accommodated.

When development and redevelopment occur, new and existing substandard streets that would serve the property are required to meet the minimum street standards per Title 13 of the Bellingham Municipal Code (BMC). Vehicle access points on arterial streets should be limited and shared access is encouraged.

Extension of new water and sewer mains and the development of sewer pump stations will be needed to support development in this area.

This area contains a mixed “use qualifier” and “special regulations”, outlined in the BMC Table of Zoning Regulations, which allows a multi-family development option. A density bonus is also an option within this area to increase residential density under the cluster subdivision provisions in Title 18 of the BMC or through the use of transfer of development rights or purchase of development rights.

AREA 20 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 21

This area is approximately 81 acres in size adjacent to Pacific Highway and was annexed in 2013. The area lies within the Silver Creek watershed and within Bear Creek sub-basin. The topography is relatively flat with dispersed forested areas. Some wetland areas may be located beneath the forest canopy.

The industrial land use designation for this area is intended to accommodate certain industrial uses in areas where special consideration and sensitivity must be taken for physical site conditions and their relationship to less intense surrounding uses. Currently, a mix of industrial uses are located adjacent to Pacific Hwy. Several single family residences are also located within the industrial zone. Required land use buffers separating industrial uses from the east residential zoned properties in Area 20 should be maintained as development and redevelopment occur.

As determined by the City, an east-west collector arterial corridor should be established generally along the Mahogany Avenue right-of-way between Northwest Avenue and Pacific Highway. Public streets required by new development need to connect to existing public streets wherever possible or provisions need to be made for future connections to public streets. Cul-de-sacs and dead-end streets are not encouraged and should only be allowed if critical areas warrant. The construction of new street improvements in this area should be coordinated with Whatcom Transportation Authority to ensure that existing transit operations are enhanced or that new transit needs can be accommodated.

When development and redevelopment occur, new and existing substandard streets that would serve the property are required to meet the minimum street standards per Title 13 of the Bellingham Municipal Code. Vehicle access points on arterial streets should be limited and shared access is encouraged.

Extension of new water and sewer mains and the development of sewer pump stations will be needed to support development in this area.

AREA 21 LAND USE DESIGNATION: INDUSTRIAL

Area 22

Area 22 was established in 2017 as a result of City acquisition of the area for parks, trail and open space purposes. This area includes approximately 20.6 acres.

AREA 22 LAND USE DESIGNATION: PUBLIC
