

URBAN FRINGE SUBAREA

COMPREHENSIVE PLAN, LAND USE ELEMENT

September, 1997

Amended 1999 and 2004

Whatcom County Executive

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Whatcom County Planning and Development Services Department

Michael Knapp, Director

Planning Division

Sylvia Goodwin, Manager

Carl F. Batchelor, Senior Planner, Project Manager

Elizabeth K. Olsen, Planner II
Sarah Watts, Planner II, GIS
Jeff Griffin, Senior Planner
Jane Doughty, Administrative Secretary
Sue Blake, Water Resource Planner

Becky Garney, Clerk III/Receptionist
Chris Behee, Planner I, GIS
Amy deVera, Planning Technician

**Whatcom County Planning
Northwest Annex, 5280 Northwest Road
Bellingham, WA 98226-9094
(360) 676-6907**

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Kim Hyatt, Wetlands/Water Resource Specialist
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Barbara Pearson, Planning Secretary
Laurie Foy, Secretary II

Bellingham Planning and Community Development Department

Bellingham City Hall

210 Lottie Street

Bellingham, WA 98225

(360 676-6982

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URBAN FRINGE SUBAREA COMPREHENSIVE PLAN UPDATE

Amendment-update to the Whatcom County Comprehensive Plan
For the Urban Fringe Subarea
Including the portion of Bellingham's Northern Urban Growth Area

I. COMPREHENSIVE LAND USE PLANNING

INTRODUCTION

A. Statutory Authority

Statutory authority for county comprehensive land use planning is established in the Washington State Planning Enabling Act, RCW 36.70 in which it is stated that "each planning agency shall prepare a comprehensive plan for the orderly physical development of the county or any portion thereof." The 1984 Urban Fringe Subarea Comprehensive Plan that was developed in response to this authority, as well as in recognition of the principle that Whatcom County land use decisions should be made in a coordinated and responsible manner by both the public and private sectors, envisioned a review and update of the Plan every five years. Subarea planning recognizes the diversity of communities, life styles and interests in Whatcom County. It affords citizens a more direct influence in the planning for their particular community.

B. Required and Optional Elements

The Planning Enabling Act RCW 36.70A and the Growth Management Act, provide counties with a list of required and optional elements to include in their Comprehensive Plan. Required elements include a Land Use Element indicating the distribution, location, and extent of the uses of land for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, and public facilities. Plans should also include provisions and standards for population densities, building intensities, estimates of future population growth, protection of quality and quantity of ground water used for public water supplies, and review drainage, flooding, storm water runoff & Puget Sound water quality. Other required elements are housing, capital facilities, utilities, rural lands, and transportation. Optional elements include conservation, solar energy, and recreation.

In addition to these elements, counties must classify, designate, and preserve agricultural, forestry, and mineral resource lands of long term significance. The Urban Fringe Subarea Plan is the Land Use Plan for the Subarea and Bellingham's Urban Growth Area.

C. Definition and Application

The Whatcom County Comprehensive Plan is defined as an official public document to be utilized by both the public and private sectors as a policy guideline for making orderly and desirable decisions concerning the future use of land in the county. The plan has been

formulated by the Whatcom County Planning Commission and is comprehensive, general and long-range in nature. Comprehensive, in that it encompasses major geographic areas of the county and the functional elements that bear on physical development; general, in that it summarizes major policies and proposals and is not, by statute, a detailed regulation; and long-range, in that it not only addresses current issues, but also anticipated problems and possibilities of the future.

The purpose of this subarea plan is to foster a responsible process of land use decision-making. The goals, policies and land use plan map contained herein serve to update and amend the Whatcom County Comprehensive Plan, particularly the 1984 Urban Fringe Subarea component of the Whatcom County Comprehensive Plan.

D. Subarea Planning Concept

Because of the county's diverse physical and cultural make-up, the Planning Commission elected to divide the western one-third of the county into ten logical geographic areas denoted as "subareas." These geographic areas were delineated to address various land use related issues that appeared to be unique to particular areas of the county. The criteria utilized by the Commission to delineate the subarea boundaries include natural and physical features; political subdivisions, such as special purpose districts (sewer, water, fire, school, etc); existing land use patterns; and the presence of a city or town (where applicable) to act as a nucleus for the area. Thus, subareas are planning units determined through the application of criteria and considered as a practical means of revising the Comprehensive Plan in a consistent orderly fashion.

E. Whatcom County Planning Process

The Whatcom County comprehensive planning process is defined as a continual program of evaluating goals, conducting various land-related studies, and then utilizing such goals and studies to fashion a balanced and practical set of land use policies and proposals for the future use of land in our county. Stated differently, the planning process serves as a blueprint for the logical development of the comprehensive plan, as well as the formulation of effective implementation tools.

The process describes, through a logical sequence, the various land use related factors that must be considered to effect the formulation of responsible and meaningful land use policies and proposals. These factors concern the following: the definition of county-wide goals; the inventory and analysis of land use, community facilities and utilities, transportation facilities and environmental resource characteristics; the forecasting of population levels and the county's economic vitality; the comprehension of issues, both technical and citizen related; the development of policies to resolve and/or address the relevant issues; and the transformation of policies into the plan map and attendant implementation tools.

The planning process is continual. It involves not only the formulation of the comprehensive plan document and its implementation through the application and use of various regulatory tools, but also continual monitoring and periodic updating. The success of the planning process in Whatcom County relies heavily upon the county's ability to keep the major components of the plan current. Thus, the plan should be updated every five

years by the Planning Commission and such revisions should adhere to the various sequential stages of the planning process. Issues in the Bellingham Urban Growth Area should continue to be addressed through joint planning efforts.

F. Implementation and Plan Format

The implementation of this updated Comprehensive Plan will be accomplished by several different actions. The Comprehensive Plan Map designations will be revised in accordance with recommendations made in response to issues and public input. This document comprises the policies that correspond to the Comprehensive Plan Map designations. A revised zoning map will be prepared to correspond to revised Comprehensive Plan Map designations. Revisions to uses and specific regulations in the zoning ordinance may also be made in response to revised goals, policies, and issues specific to the Urban Fringe Subarea. In addition to the above, an Interlocal Agreement between Bellingham and Whatcom County, governing policies and procedures for annexations, utility extensions, and development in the Northern Urban Growth Area will be adapted. The Interlocal Agreement can be revised in the future to reflect changes needed in response to changing conditions.

The results of this planning process will become two separate published documents: 1) a component of Whatcom County's Comprehensive Plan with recommendations for County zoning designations in Bellingham's Northern Urban Growth Area of the Urban Fringe Subarea, future Bellingham zoning designations after annexation, and policies and zoning designations for areas outside Bellingham's Northern Growth Area; and 2) a component of Bellingham's Comprehensive Plan which will also include Urban Growth Areas in the Lake Whatcom Subarea, and Chuckanut Lake Samish Subarea. An Action Plan section of this Plan lists specific future actions to address issues that are important to the Subarea.

II. EXISTING GOALS AND POLICY FRAMEWORK

A. Growth Management Act (GMA)

The State Legislature adopted the Growth Management Act (GMA) in 1990 and 1991, requiring jurisdictions in the fastest growing areas of the state to update their comprehensive plans in accordance with 13 stated goals. This legislation was intended to recognize that uncoordinated and unplanned growth poses a threat to the environment, to sustainable economic development and to the health, safety and high quality of life enjoyed by residents of this state. Planning under GMA needs to occur in a coordinated and comprehensive manner drawing on the cooperation of related jurisdictions. Consistent with this directive, the City of Bellingham and Whatcom County have coordinated efforts through the Urban Fringe planning process to produce decisions on appropriate future land use patterns and urban growth boundary for approximately 6,000 acres of county land in the Urban Fringe Subarea.

B. County-wide Planning Policies

As a requirement of the Growth Management Act, county-wide planning policies are to be adopted by Whatcom County with concurrence by all cities. In compliance with this requirement, Whatcom County, Bellingham, and the other incorporated cities in Whatcom County adopted a set of County-wide Planning Policies which establish a county-wide framework for developing and adopting city and county comprehensive plans and assure that city and county plans are consistent.

C. Visions for Bellingham Goals

As part of Bellingham's Comprehensive Plan Update process, a Visioning process was undertaken which resulted in the Bellingham City Council adopting a set of goals to guide growth and development. These goals are included, by reference, as part of this Plan in the interest of promoting consistency as dictated by the Growth Management Act. Called Visions for Bellingham, these goal statements provided the basis for the production of the 1995 Bellingham Comprehensive Plan.

III. POPULATION FORECASTS/LAND SUPPLY

Projections of future population size are an essential component of land use planning. As required by GMA, the Washington State Office of Financial Management developed a 20-year population projection for Whatcom County. These population projections and an analysis of the capacity of land presently zoned for residential development help determine additional land supply needs for the next 20 years of growth. By incorporating population forecasts into the planning process, Whatcom County and the City of Bellingham will ensure as much as possible that future needs for employment, transportation, affordable housing, utility, parks and other amenities will be met.

IV. COMPREHENSIVE PLAN DESIGNATIONS AND POLICIES

A. GENERAL POLICIES APPLICABLE TO THE URBAN FRINGE SUBAREA AND BELLINGHAM'S URBAN GROWTH AREA

The following list of policies are intended to ensure cooperation between Whatcom County and the City of Bellingham in directing and managing urban and rural development in the Urban Fringe Subarea. In adopting these policies, both jurisdictions agree to:

- 1.01 Provide for land uses in the Subarea and Bellingham's Northern Urban Growth Area that conform to the Growth Management Act, Whatcom County Goals, Visions for Bellingham, County-wide Planning Policies and other agency plans that consider the provision of urban services to the planning area.
- 1.02 Promote the integrity and character of each neighborhood planning area within Bellingham's Northern Urban Growth Area. Encourage and provide opportunities for a maximum degree of citizen participation in the governmental planning and decision making process.
- 1.03 Provide opportunities for a diversity of housing types in the Urban Growth Area.
- 1.04 Direct new high density residential, commercial, and industrial development toward existing urban development and along major transportation routes to support land use and transportation plans.
- 1.05 Direct urban growth and development into areas where existing City utilities and services are available and can be readily expanded.
- 1.06 Promote development that supports and enhances efficient public transportation and an intermodal transportation system.
- 1.07 Adopt an interlocal agreement that sets agreed upon development standards within Bellingham's Urban Growth Area, and which may include application of such standards as the City of Bellingham's design and development standards and guidelines and impact fee ordinances to all development in the Urban Growth Area. Such agreements shall undergo a full citizen involvement process.
- 1.08 Cooperate and coordinate with special districts and other governmental agencies to ensure efficient provision of a full range of urban services in the Urban Growth Area.
- 1.09 Continue joint City and County site plan review for all new residential, commercial, industrial, and Airport Operations development in the Urban Growth Area.
- 1.10 Recognize that the City of Bellingham will be the primary provider of urban services and facilities within its designated urban growth area.

- 1.11 Permit development concurrent with public facilities and services needed to support that development.
- 1.12 Consistent with adopted policy, areas in Bellingham's UGA will be eligible to receive city water and sewer service only in the following two circumstances:
 1. Upon annexation to the City; or
 2. Prior to annexation, the City Council will consider requests to extend utilities only if the proposed development uses the County's transfer of development rights (TDR) program to purchase or otherwise transfer development rights from the Lake Whatcom Watershed to designated receiving areas .
- 1.13 Minimize land use conflicts in the Urban Growth Area through the use of appropriate buffering mechanisms, design standards, and locational criteria; and by promoting compatibility between land uses, especially among residential, commercial, industrial, and Airport Operations designations.
- 1.14 Designate appropriate zones within the Urban Growth Area as receiving areas for transfer of development rights from the Lake Whatcom watershed in order to promote increased densities within the Urban Growth Area and decrease densities within the watershed to help protect water quality.
- 1.15 Require the purchase of transfer of development rights from the Lake Whatcom watershed in order to rezone property to increase residential densities.
- 1.16 Promote a coordinated effort to identify and prioritize interconnected natural areas and features for preservation to protect water quality and provide habitat, recreation, open space and wildlife corridors.

B. LAND USE DESIGNATIONS, LOCATIONAL CRITERIA AND POLICIES

URBAN RESERVE DESIGNATIONS

Urban Reserve Low Density

2.01 The Urban Reserve Low Density plan designation (UR) is located in Bellingham's Urban Growth Area and can be urbanized at such time that a full range of urban services can be efficiently provided. The primary purpose of the Urban Reserve Low Density designation is to promote an orderly transition from rural land uses and densities to urban land uses and densities.

2.02 The rationale underlying the Urban Reserve Low Density designation is to reserve certain land in the urban growth areas of cities for future urban purposes and encourage interim uses that are complementary and compatible with future urban densities and services. The designation intends to encourage the responsible growth of urban areas by assuring that a full range of urban services is available to support urban level densities.

2.03 Locational Criteria

Areas appropriate for Urban Reserve Low Density designation include the following:

2.03.1 Land areas adjacent to the City of Bellingham or the Urban Service Area that are of sufficient size to adequately accommodate the projected demands for residential, and associated uses, transportation and public uses for the twenty year planning period.

2.03.2 Land areas where a full range of urban services presently exists or can be economically and efficiently provided in the near future.

2.03.3 Areas that contain an adequate supply of vacant land suitable for urban development.

2.03.4 The boundaries of the Urban Reserve designation should be well defined, logical, provide a physical "sense of community", and be capable of being expanded to accommodate additional urban growth as the need arises.

2.03.5 The Urban Reserve Low Density designation is implemented by the Urban Residential zoning district when a full range of urban services is provided. In areas where such services do not exist, the maximum density is one dwelling unit per five acres.

2.04 The Urban Reserve Low Density designation is intended to be urban with urban uses and services and is to promote an orderly transition from rural land uses and densities to urban land uses and densities.

- 2.05 The predominant land use pattern within the Urban Reserve Low Density land use designation should be residential, allowing single family residential, neighborhood scale commercial in specific designated areas, parks, and other public uses.
- 2.06 The Urban Reserve Low Density designation allows three (3) dwelling units per acre within the Lake Whatcom watershed and adjacent to Bellingham Bay. The designation allows four (4) dwellings per acre in the Seaview area adjacent to Bellingham Bay and in Dewey Valley east of Hannegan.
- 2.07 Consideration should be given to design standards for development in the Urban Reserve Low Density designation. Wetland systems and sensitive areas should be preserved and incorporated into the development site design plan. Access shall be provided on residential streets.
- 2.08 Existing mobile home parks will be allowed to remain as non-conforming uses. New mobile home parks may develop at underlying density of the zone. Citing standards should be developed to allow for location of mobile home parks and subdivisions in the future.

Urban Reserve Medium Density

- 2.09 The Urban Reserve Medium Density designation (URM) is located in Bellingham's Urban Growth Area and can be developed at allowed densities upon annexation or with annexation agreements in place. The designation is intended to be developed with a full range of urban services. The designation should provide for affordable housing types such as apartments, townhouses, condominiums, mobile home parks, subdivisions and other compatible non-residential uses; with a minimum net density of 10 dwelling units per acre and a maximum gross density of 24 dwelling units per acre.
- 2.10 The designation promotes an orderly transition from low density uses to higher density urban uses where predominantly residential uses complemented by compatible neighborhood-scale recreational and commercial services are appropriate.
- 2.11 Locational Criteria
 - 2.11.1 The density classifications of twelve to twenty four units per acre should be applied to areas in the Urban Growth Area that are either adjacent to existing or planned residential developments containing similar density levels or adjacent to existing or planned commercial or light industrial, developments.
 - 2.11.2 Higher density developments should be located to take advantage of good access to public transit, arterial routes of travel, and commercial services and employment centers.

- 2.12 The predominant land use pattern includes single family detached dwelling units, apartments, condominiums, rooming houses, mobile home parks, and retirement and convalescent centers, parks and other public uses.
- 2.13 For those URM areas currently served by sewer and water, a mix of housing types and densities is encouraged consistent with the adopted Plan for the Urban Growth Area.
- 2.14 A mix of housing types and range of densities within the URM designation is encouraged particularly in areas close to industrial, commercial and other urban employment centers, adjacent to arterials and major connector streets, and where there is access to transit, parks and other recreational areas.
- 2.15 Special consideration should be given to site design for all development in the Urban Reserve Medium designation. Specific wetland systems and sensitive environmental areas should be preserved and incorporated into the development site design plan consistent with City ordinances. Access should be from residential roads.
- 2.16 This designation also provides a receiving area for transfer of development rights credits.
- 2.17 The City of Bellingham's design and development standards and guidelines and impact fee ordinances shall apply to all development in the Bellingham Urban Growth Area,
- 2.18 In order to develop at densities greater than ten dwelling units per acre, areas designated for provisional rezone to URM-24 all of the following must occur:
- Property owner(s) shall prepare a site plan showing the design and layout of proposed lots, multi-family structures, road and pedestrian connections to adjacent parcels, delineated wetlands, and protected critical areas, buffers and open space.
 - Property owner(s) shall purchase or transfer sufficient development rights from the Lake Whatcom Watershed to achieve the requested density increase, based on the TDR ratios established in the Whatcom County Code.
 - Property owners shall comply with City of Bellingham design and development standards and guidelines, including residential multi-family design standards and any other conditions imposed by the City of Bellingham through approved Utility Service Zone Extension Agreements.
 - Property owners shall apply to the County for a site-specific rezone pursuant to Chapter 20.90 WCC in conjunction with submittal of a subdivision or binding site plan application for the subject parcel or parcels.

Urban Residential - Mixed

- 2.19 It is the purpose of this zone designation to provide an orderly transition from rural to urban development by limiting densities and uses until services are available and then to provide for mixed uses in a manner that encourages a range of dwelling unit types and pedestrian access to convenience shopping and jobs while maintaining an

overall single family character and property values for the neighborhoods created within this designation.

2.20 Locational Criteria

Areas appropriate for Urban Residential - Mixed (UR-MX) designation include the following:

- 2.20.1 Land areas within the City of Bellingham's Northern Urban Growth Area that are of sufficient size to adequately accommodate the projected demands for residential, commercial, transportation and public uses for the twenty year planning period.
 - 2.20.2 Land areas where a full range of urban services presently exists or can be economically and efficiently provided in the near future.
 - 2.20.3 Areas that contain an adequate supply of vacant land suitable for urban development.
- 2.21. Commercial uses will be clustered in a single center, which is no larger than (2) two acres, excluding areas used for multi-family. The commercial uses shall not exceed 2,500 square feet per building.
 - 2.22 This designation also provides a receiving area for transfer of development rights credits.
 - 2.23 The Urban Residential - Mixed (UR-MX) Designation is located in Bellingham's Northern Urban Growth Area and can be developed at allowed densities upon annexation or with annexation agreements in place. The designation is intended to be developed with a full range of urban services. The designation should provide for affordable housing types such as apartments, townhouses, condominiums, subdivisions and other compatible non-residential uses; with a net density of at least 6 dwelling units per acre as the lowest allowable single family density.
 - 2.24 Multi-family dwelling units shall not comprise more than 25% of the total dwelling units in one development proposal.
 - 2.25 Special consideration shall be given to site design for all development in the Urban Residential - Mixed designation. Specific wetland systems and sensitive environmental areas shall be preserved and incorporated into the development site design plan consistent with City ordinances.
 - 2.26 Residential development should be located within walking distance of transit stations, designated centers, parks and recreational areas.
 - 2.27 Establishment of neighborhood commercial centers shall require conditional use permit approval. Once a site has been approved, the full range of permitted uses shall be allowed.

- 2.28 Establishment of mobile home parks shall require conditional use permit approval.
- 2.29 Commercial development should occur in nodes. Linear strips will be discouraged.
- 2.30 Businesses in the centers will have their fronts located on collector streets; or located adjacent to a public square or neighborhood park; and are no less than one-half mile from an existing or proposed similar center or other commercial area or zone.
- 2.31 Centers should be visible and accessible to pedestrians from the streets and clearly defined through lighting, landscape, landmarks, and/or open space.
- 2.32 Parking will be located at the rear of the buildings with access from alleys or side streets.

COMMERCIAL DESIGNATIONS

- 3.01 The Urban Fringe Subarea Comprehensive Plan provides two types of commercial designations in the Urban Growth Area, and addresses the needs and opportunities for the City of Bellingham, the Urban Growth Area, surrounding rural Subarea, and larger regional area, and for smaller neighborhood areas.

General Commercial

- 3.02 The General Commercial designation is intended to provide a broad range of retail goods and services that will benefit a large trade area commensurate with demand. The designation also intends to facilitate safe and efficient circulation systems, provide methods to attain compatibility with surrounding noncommercial areas, and promote site design that will efficiently use available commercial land. Building design should take into account aesthetic and compatibility concerns. The General Commercial designation is implemented by the General Commercial zone. Comparable City zoning for the General Commercial designation is Commercial, Planned.

3.03 **Locational Criteria**

Areas appropriate for the General Commercial designation should conform to the following criteria:

- 3.03.1 Parcels that are served by arterials and/or collectors.
 - 3.03.2 Parcels that have the potential of being served by urban level of services.
 - 3.03.3 The designation should be located where there is a public need.
- 3.04 Whatcom County acknowledges existing patterns of commercial uses within the Urban Fringe Subarea. To provide for additional future commercial development, certain areas are designated General Commercial allowing a range of commercial

uses including sales and servicing of vehicles, mobile homes and boats; eating and drinking establishments; professional offices service and retail establishments; commercial indoor and outdoor recreation; commercial wholesaling; multi-family dwellings; and public uses that are necessary for the function of the designation.

- 3.05 Ensure compatibility between General Commercial developments and the surrounding residential areas by identifying citing, design, and development standards.
- 3.06 Encourage the location of new commercial development in proximity to other existing commercial uses, or oriented to serve part of a planned development.

Neighborhood Commercial

3.07 The primary purpose of the Neighborhood Commercial is to provide convenience goods and services to surrounding neighborhoods. Neighborhood Commercial areas are generally located in residential areas. Some Neighborhood Commercial areas are located in the rural portion of the Subarea and recognize existing small scale commercial activity. The Neighborhood Commercial designation is implemented by the Neighborhood Commercial zone. Comparable City zoning would be Neighborhood Commercial.

3.08 Locational Criteria

Areas suitable for the Neighborhood Commercial designation should conform to the following criteria:

- 3.08.1 Parcels are served by arterials or collector streets. The designation is centrally located to the neighborhood it would serve.
 - 3.08.2 The designation shall not exceed five (5) acres.
 - 3.08.3 The designation is to be located on property where ownership patterns and land parcelization is conducive for development.
- 3.09 The Neighborhood Commercial designation provides convenience goods and services to surrounding neighborhoods of urban residential densities and should be discouraged in rural areas.
 - 3.10 Ensure compatibility between neighborhood commercial developments and the surrounding residential areas by identifying and applying siting, design, and development standards.

INDUSTRIAL DESIGNATIONS

4.01 The Urban Fringe Subarea Comprehensive Plan provides five types of industrial designations -- Heavy Impact Industrial, General Manufacturing, Light Impact Industrial, Gateway Industrial, and Airport Operations -- in the Urban Growth Area, and addresses the needs and opportunities for the City of Bellingham, the Urban

Growth Area, surrounding rural Subarea, small neighborhood areas, and the larger regional area. Each designation intends to meet a range of industrial needs.

Heavy Impact Industrial

Intent Statement

4.02 The underlying rationale of the Heavy Impact Industrial designation in the Urban Fringe Subarea is to acknowledge existing heavy industrial uses situated in proximity to Bennett Drive, Marine Drive, and Roeder Avenue; to endorse a diverse economic base; and to attain compatibility between industrial activities and adjoining residential land uses.

4.03 Locational Criteria

Areas appropriate for the Heavy Impact Industrial designation should conform to the following criteria:

- 4.03.1 Parcels that are generally flat, well drained, with sufficient soil bearing capacities.
 - 4.03.2 Parcels within the existing Heavy Impact Industrial designation with sufficient land to provide buffers to non-industrial uses.
 - 4.03.3 Proximity to transportation corridors (including direct access to identified truck routes not requiring the use of residential streets) and opportunities for interconnecting transportation modes (rail, truck routes, water and air) and urban services including sewer, water, storm drainage, fire and police protection and labor supply pools.
- 4.04 The Heavy Impact Industrial designation takes advantage of truck, rail, freeway, air and water transportation access as well as proximity to potential labor pools. A full range of urban services should be available to the heavy industrial areas including sewer, water, storm drainage, and police and fire protection. The Heavy Impact Industrial area is implemented by the Heavy Impact Industrial zone. Comparable City zoning is Industrial, Planned. This zoning will ensure that uses allowed by Whatcom County zoning (Urban Fringe Subarea-Heavy Impact Industrial and Light Impact Industrial) will be allowed as outright permitted uses, subject to appropriate development standards. Commercial uses will be prohibited.
- 4.05 It is the policy of Whatcom County to evaluate the short and long range impacts to existing public facility, utility and transportation systems resulting from industrial development. If it is determined that industrial development will cause financial and physical impacts which exceed the scheduled capital improvement programs of various systems, Whatcom County shall request industrial users to financially participate in the costs of upgrading said systems.

- 4.06 Whatcom County should work with the City of Bellingham to manage and improve direct truck access to and from the HII area which minimizes truck traffic flows in adjacent and surrounding residential areas situated in the county and city.
- 4.07 Whatcom County shall encourage the appropriate governmental authorities including the Northwest Air Pollution Authority, Department of Ecology and Environmental Protection Agency to monitor pollution control and nuisance abatement. Whatcom County should assure that the design and location of industrial development will include consideration of pollutant sources and abatement methods, as well as environmentally sensitive areas, which may be situated in or in proximity to the industrial area. The location, development, expansion and operation of industries should move toward minimizing pollution of all forms and its impact on other areas.
- 4.08 When practical, Whatcom County encourages industrial operations to take place within enclosed structures with the intent of minimizing potential light, glare, odors and noise impacts to adjoining residential uses.
- 4.09 Because the HII areas adjoins existing and planned residential areas situated in Whatcom County and the City of Bellingham, it is necessary to move toward obtaining mutual compatibility with said residential areas. To obtain mutual compatibility, it is the policy of Whatcom County to permit those existing uses and future uses, which will minimize hazards, pollution, nuisances and odors to surrounding residential areas. The following uses will not be permitted in the Heavy Impact Industrial zoned district situated in the Urban Fringe Subarea: manufacturing and processing of asbestos and products derived therefrom; petroleum refining and the primary manufacture of products derived directly therefrom; primary manufacturing of rubber, plastics, chemicals, paper, and primary metal industries. Light Impact Industrial uses shall be allowed in Areas 1A, 1B, and 1C of the Shoreline Industrial Area.
- 4.10 With the intent of fostering and promoting compatibility with surrounding residential land uses both in the county and the City of Bellingham, it is the policy of Whatcom County to require industrial users to provide a buffer, which is situated on industrial land and adjoins the aforementioned residential areas. Said buffer may alternately be provided off-site by written agreement in the form of a deed restriction on the off-site parcel that runs with the land and that shall be filed with the County Auditor. The off-site buffer agreement shall be written so that it may be revised or rescinded in the event that land uses or zoning designations are changed in such a way that the buffer becomes no longer necessary.
- 4.11 Because certain existing industrial users are located adjacent to Bellingham Bay and use the shoreline or water transport for a portion of their operation, it is the policy of Whatcom County to require consistency with the Whatcom County Shoreline Management Program for proposed industrial uses or the expansion of industrially related uses which are proposed within the jurisdictional area of the Program.

General Manufacturing

4.12 The General Manufacturing designation intends to provide fully serviced urban areas for industrial activities which are less intensive than the County's Heavy Impact Industrial uses, but may be more intensive than Light Impact Industrial uses. General Manufacturing uses include manufacturing, fabrication, processing and distribution of finished products, which will have a minimal impact on surrounding non-industrial land use areas. General manufacturing operations may function independently of other industrial areas or may supplement the operations of Light Impact Industrial or Heavy Impact Industrial areas.

4.13 Locational Criteria

Areas appropriate for the General Manufacturing designation should conform to the following criteria:

- 4.13.1 Parcels that are generally flat, well drained, with sufficient soil bearing capacities. Areas of steep slopes, wetlands, and environmentally sensitive areas are not appropriate for general manufacturing activities.
 - 4.13.2 The size of General Manufacturing areas should be between twenty (20) and several hundred acres commensurate with public need.
 - 4.13.3 Proximity to transportation corridors, rail, freeway, air service, public transit, urban services and direct access to identified truck routes.
 - 4.13.4 Sufficient land to provide buffers between industrial operations and adjoining residential areas.
- 4.14 The General Manufacturing designation takes advantage of truck, rail, freeway and/or air transportation access, as well as proximity to potential labor pools. A full range of urban services should be available to general manufacturing areas. The General Manufacturing designation is implemented by the General Manufacturing zone. Comparable City zoning is Industrial, Planned, uses limited to those in the General Manufacturing zone.
- 4.15 The General Manufacturing zone allows uses related to manufacturing, fabrication, processing and distribution of finished products and non-product uses such as warehousing, and storage facilities, whereby industrial activities will have a minimal impact on surrounding non-industrial areas.
- 4.16 To minimize the impact of development on adjacent residential areas, screening and landscaped buffers are required.
- 4.17 Truck traffic should be directed away from residential and rural areas.

Light Impact Industrial

4.18 The underlying rationale of the Light Impact Industrial designation is to supply a reasonable amount of land for light impact industrial uses which are dependent upon proximity to other industries; are dependent upon an urban labor supply; will promote efficient public and private expenditure and will be compatible with surrounding non-industrial areas. The Light Impact Industrial designation is implemented by the Light Impact Industrial zone. Comparable City zoning is Industrial, Planned and Institutional, Planned. At the time of annexation, the City will determine what uses within the Industrial, Planned designation are appropriate for specific LII areas.

4.19 Locational Criteria

Areas appropriate for the Light Impact Industrial designation should conform to the following criteria:

- 4.19.1 The Light Impact Industrial designation should consist of a number of parcels of sufficient size to accommodate zone and buffer requirements. Said buffer may be provided off-site by written agreement in the form of a deed restriction on the off-site parcel that runs with the land and that shall be filed with the County Auditor. The off-site buffer agreement shall be written so that it may be revised or rescinded in the event that land uses or zoning designations are changed in such a way that the buffer becomes no longer necessary.
 - 4.19.2 Parcels that are generally flat, well drained, with sufficient soil bearing capacities. Areas of steep slopes, wetlands, and environmentally sensitive areas are not appropriate for Light Impact Industrial activities.
 - 4.19.3 Proximity to major transportation corridors, international transportation routes with all weather access capability, and proximity to urban services.
 - 4.19.4 Sufficient land to provide buffers between industrial operations and adjoining residential areas.
- 4.20 The Light Impact Industrial designation allows a range of uses related to industries which do not emit smoke, glare, noise, vibrations, odors and other nuisance factors which create unacceptable off-site impacts.
- 4.21 Part of the area bounded by Slater Road, the Burlington-Northern railroad tracks and Silver Creek is designated Light Impact Industrial because of existing industrial uses, and services provided by the City of Ferndale. Whatcom County will not permit expansion of this industrial zone to ensure protection of Silver Creek, maintain the rural character of the surrounding area, and preserve a natural buffer area between the Cities of Ferndale and Bellingham.

Gateway Industrial

Whatcom County's economy is significantly influenced by its proximity to Canada and the large population in Vancouver, B.C., and this role is anticipated to continue in the future. The I-5 corridor and the Bellingham International Airport function as gateways into Whatcom County and the City of Bellingham. It is through these gateways that travelers form their first impressions of the community. To augment the positive impact of international markets, it is desirable to provide a reasonable supply of land for a variety of light industrial uses that would be attractive to travelers using the major international traffic corridors. The Gateway Industrial zoning district limits uses in this zone to those appropriate for a light industrial park setting. In order to foster the economic vitality of the area, commercial uses are also allowed within ¼ mile of a full freeway interchange; however, the design standards and buffering requirements included in the Gateway Industrial zoning text are intended to limit commercial uses to uses designed to serve the airport, industrial users, adjacent residential areas and the traveling public, and are compatible with a light industrial park setting.

Light industrial parks frequently are large land areas that are master planned for aesthetic and functional compatibility, but can be composed of small tracts of land in different ownerships, whereby industrial uses occur independently but under overall design standards. To take advantage of the opportunity to present a positive business image of Bellingham and Whatcom County to travelers and because of the relatively small parcel sizes in the area, standards for site, landscaping, building, and signage design have been made integral parts of the comprehensive plan and are included in the Gateway Industrial zoning text rather than being adopted as part of a master plan by an individual developer.

4.22 The Gateway Industrial designation is intended to provide concentrated areas, located in proximity to major transportation corridors that will present a favorable image of Bellingham and Whatcom County to travelers. In addition, in areas immediately adjacent to full freeway interchanges, uses that serve the traveling public are provided. The designation intends to facilitate safe and efficient circulation systems, provide methods to attain compatibility among mixed uses, and promote site design that is visually compatible with surrounding areas, including the Bellingham International Airport. The underlying rationale of the Gateway Industrial designation is to supply a reasonable amount of land for industrial developments during the current planning period. Urban services must be available and will be extended in an efficient and rational growth pattern. The Gateway Industrial designation is implemented by the Gateway Industrial zone. Comparable Bellingham zoning is Industrial, Planned with provisions of County Gateway Industrial.

4.23 Locational Criteria

Areas suitable for the Gateway Industrial designation should conform to the following criteria:

4.23.1 Proximity to major transportation corridors, Bellingham International Airport, transportation routes with all weather access capability, and proximity to urban services.

- 4.23.2 Public water, sewer, on-site storm water drainage, and sufficient fire and police protection should either be presently available or should be feasibly provided during the planning period.
 - 4.23.3 Proximity to potential labor pool.
 - 4.23.4 Sufficient land to provide buffers between industrial operations and adjoining residential areas.
- 4.24 The Gateway Industrial designation should use limited areas having industrial access and traveler visibility in a manner that promotes the long range economic vitality of Bellingham and Whatcom County. Uses should be directly related to the access opportunities, or in certain areas, serve the traveling public.
- 4.25 The Gateway Industrial designation should enhance and maintain the natural and economic resources of Bellingham and Whatcom County through land use patterns that avoid linear strip development, while providing for safe and efficient vehicular movement, by requiring that individual sites are designed in a clustered or concentrated form of development instead of lining the road frontage. In addition, site design standards are contained within the zoning text to aid in the compatibility of mixed uses and the visual harmony with the surrounding areas.

Airport Operations

The Bellingham International Airport originated in 1940 as a single runway and developed into a three-runway configuration in 1941 when the Army Corp of Engineers supervised its construction with national defense funds. In 1947, the airport transferred ownership from the federal government to Whatcom County, and in 1957 from the County to the Port of Bellingham.

The federal government recognizes Bellingham International Airport as an integral part of the national aviation system and has supported development at the airport over the years through a variety of programs and projects including land acquisition, runway and taxiway construction and maintenance, lighting systems, crash/fire/rescue building construction, airport planning and others which have allowed the airport to expand and meet the traveling needs of a growing population. Comparable City designations is Institutional, Planned-Airport Operations.

- 4.26 The primary purpose of the present designation, Airport Operations, is to provide sufficient area for existing and future regional airport operations to serve the interests of Whatcom County. The District should be located and implemented consistent with the goals, objectives and policies of the appropriate subarea comprehensive plan. The District should accommodate regional airport facilities and be served by adequate public services. The District should provide uses related to the operation of an airport. Other uses should be allowed only upon land designated by the Port's Master Plan.

4.27 Locational Criteria

- 4.27.1 The Airport Operations (AO) District is located and implemented consistent with the goals, objectives and policies of the Subarea Comprehensive Plan.
- 4.27.2 The AO District should accommodate regional airport facilities and be served by adequate public services.
- 4.28 Whatcom County and the City of Bellingham encourage the Port of Bellingham to work closely with the Federal Aviation Administration to comply with and enforce Public Laws 96-193 (the Aviation Safety and Noise Abatement Act) and 90.411 (noise certification provisions prescribed for new subsonic aircraft) as well as to continue to develop operational procedures to minimize noise generated by general aviation activity at the airport.
- 4.29 Encourage buffer greenbelts around the Airport Operations (AO) District to minimize impacts of noise generated by general aviation activities at the airport.
- 4.30 Whatcom County and the City of Bellingham recognize the existing and planned orientation of runways at the Bellingham International Airport. To minimize hazard and nuisance adjacent to and in the vicinity of the airport, land uses and densities shall be compatible with airport uses.
- 4.31 Residential development is discouraged in the day-night average sound level (Ldn) of 65+ noise exposure contours. Builders are encouraged to include adequate sound insulation for residential structures located close to the airport.
- 4.32 Whatcom County shall require plat language including a "hold harmless" agreement concerning the normally expected activities and noise associated with airport operations for proposed subdivisions which are situated within the projected Ldn 65 noise exposure contour. These "hold harmless" agreements shall be included in property deeds for parcels situated within the projected Ldn 65 noise exposure contour.

RURAL

POLICIES APPLICABLE TO ALL RURAL DESIGNATIONS

- 5.01 The primary intent of the RURAL designation is to designate the location and distribution of lands not designated for urban growth, agriculture or forestry and to permit land uses compatible with the rural character of such lands and provide for a variety of rural densities consistent with the Washington Growth Management Act requirement for a Rural Element of the Comprehensive Plan.
- 5.02 An additional intent of the designation is to move toward attainment of the Regional Design Goal (see 1979 Goal Statements) with respect to future rural development in which residential density should be low, not result in a demand for urban services, conserve agricultural and forest lands, and complement the existing rural character. The rural character may be defined as an area where there is a mixture of pasture

land, cropland, woodlots and dispersed settlement land forms.

- 5.03 It is the policy of Whatcom County to encourage use of the cluster option in the design of new subdivisions consistent with the intents and purposes stated in the Lot Clustering provisions of the Official Whatcom County Zoning

Ordinance, Title 20, as a means to encourage the multiple land use potential, acknowledge factors which may preclude higher densities, maintain the low density rural character, conserve natural and environmentally sensitive areas, and encourage site design to reflect both physical and economic constraints.

- 5.04 New residential subdivisions shall comply with the following policies:

5.04.1 To minimize ingress and egress along arterials, subdivisions should avoid forming lineal residential lot patterns adjacent to said roads.

5.04.2 When a cluster subdivision is situated adjacent to less intensive uses (agriculture, forestry or large parcel residential), the subdivision should be buffered at the site periphery with appropriate landscaping and fencing to prevent the encroachment of vehicles, pedestrians, animals and nuisances onto less intensively utilized parcels.

- 5.05 A significant amount of planned RURAL area is situated in proximity to the Bellingham International Airport. With the intent of promoting compatibility between existing and planned airport operations, it is the policy of Whatcom County to encourage builders of residential structures to include sound insulation for residences within the projected Ldn 65 noise exposure contour.

Rural Residential

- 5.06 Rationale: Not all citizens prefer to live in concentrated urban areas. Some prefer instead a setting of lower density. Lower density usually implies that a full range of urban utility services (public sewer and water) are not provided, sheriff and fire protection are provided to a lesser degree than in urban areas, roadways have not been scheduled for capital improvements to City standards and the residential landscape is visually different than in urban areas. The RURAL RESIDENTIAL designation is intended to provide land areas in proximity to urban areas characterized by low density residential settlements, integrated with agricultural and woodlot land use forms while at the same time limiting Rural densities to one dwelling per five acres in areas not already developed in smaller parcels, as required by the County-Wide Planning Policies.

5.07 Locational Criteria

Areas appropriate for the RURAL RESIDENTIAL designation include the following:

- 5.07.1 Areas where low density residential development already exists and that are currently served or planned to be served with a partial range of urban level services, including publicly provided sewer or water, fire

and sheriff protection, and storm drainage.

- 5.07.2 Areas that contain soils which are generally not considered suitable for commercial agriculture, forestry or mineral extraction.
- 5.08 The RURAL RESIDENTIAL designation should be provided with a partial range of public sewer and water, volunteer fire protection, law enforcement services from the Whatcom County Sheriff's Department, and County-maintained roads with adequate capacity for rural traffic volumes.
- 5.09 The predominant land use pattern within the RURAL RESIDENTIAL areas shall be residential and related uses including public parks and recreation facilities, home occupations and neighborhood grocery stores.
- 5.10 With the intent of acknowledging existing RURAL RESIDENTIAL land use patterns, the designation is implemented with the RURAL RESIDENTIAL zone district with TWO residential densities. Where a partial range of public utility services is available and the existing lot sizes are generally less than one half acre, the density is two dwelling units per acre. Where a partial range of services exists and existing parcels are predominantly one half acre to one acre, the density is one dwelling unit per acre.
 - 5.10.1 In the area along Marine Drive generally contained within the boundaries of Whatcom County Water District No. 2, outside of Bellingham's Urban Service Area, the density of one dwelling unit per acre is retained.
 - 5.10.2 In the Toad Lake area, where existing lot sizes are generally less than or equal to one-half acre, the density of two dwelling units per acre is retained.

Rural Low Density

5.11 Rationale:

- 5.11.1 The present land use pattern in several parts of the subarea is characterized by part to full time farming or forest land and low density residential development. This type of multiple use landscape can be considered as rural, with a mix of pasture land, woodlots and dispersed residential settlement. In conjunction with this landscape is an absence of past and future commitments for public sewer, water and roadway improvements; and physical constraints such as soils, water or topography that inhibit higher residential densities.
- 5.11.2 These areas may also contain nonrenewable natural resources, such as soils which contribute to agricultural or forestry productivity, or sand and gravel deposits suitable for extraction.
- 5.11.3 Rural areas of the subarea offer alternative residential living

opportunities compared to that of the urban or moderately dense residential setting. Employment alternatives also exist that are associated with part to full time agriculture, forestry and home occupations.

- 5.11.4 The RURAL LOW DENSITY designation is also intended to acknowledge physical and cultural factors which currently are and during the planning period will continue to be limitations to higher densities. Physical factors relate to soil percolation rates, depth to groundwater level, steep topography, and the presence of aquifers; whereas, cultural factors pertain to the absence of public services and circulation networks. Moreover, this policy intends to conserve environmentally fragile areas and retain future access options with respect to nonrenewable natural resources (sand, gravel, coal and minerals, and soils which contribute to agricultural and forest productivity).

5.12 Locational Criteria

Areas appropriate for the RURAL LOW DENSITY designation include areas where:

- 5.12.1 Land areas where existing residential density is very low.
- 5.12.2 Land areas where physical features such as lack of adequate groundwater, slow permeability rates and seasonal ponding require very low densities in order to mitigate the impacts of these physical constraints.
- 5.12.3 Land areas where there is the possibility of utilization of natural resources such as agricultural soils, mineral resources, and forest lands.
- 5.12.4 There are no planned capital improvements to community facilities, utilities or transportation systems.
- 5.13 To comply with the rationale and locational criteria of the designation and to acknowledge existing RURAL LOW DENSITY land use patterns, the designation is implemented with the RURAL zone district with residential densities of one dwelling unit per two acres; one dwelling unit per five acres; and one dwelling unit per ten acres according to the following criteria:
- 5.13.1 The density of one dwelling unit per two acres is retained in the Britton Road area south of Toad Lake; and the Country Lane/Wynn Road area west of Bellingham International Airport; where:
- (a) existing residential density is less than or equal to one dwelling unit per two acres.
 - (b) average parcel size is greater than or equal to two acres.

- 5.13.2 The density of one dwelling unit per five acres is retained in the area generally east of Guide Meridian, south of Smith Road and north of the Urban Reserve designation; an area generally situated between Northwest Drive and Aldrich Road. Bellingham Airport and Aldrich Road; and the Curtis Road area generally situated between Slater Road and Country Lane; where:
- (a) existing residential density is less than or equal to one dwelling unit per five acres.
 - (b) average parcel size is greater than five acres.
 - (c) the predominant land use pattern is a mix of dispersed low density residential use with part to full time farming and forestry.
 - (d) natural resources including agricultural soils, forests, and mineral resources are present.
 - (e) portions of Squalicum, King and Queen mountains have slopes in excess of fifteen percent.
- 5.13.3 The density of one dwelling unit per ten acres is retained in the area between Aldrich Road and Guide Meridian Road south of Smith Road; where:
- (a) existing residential density is less than or equal to one dwelling unit per ten acres.
 - (b) average parcel size is greater than ten acres.
 - (c) the land is and has been used for commercial agricultural or forestry operations.
 - (d) natural resources including agricultural soils, forests, and mineral resources are present.

AGRICULTURE

- 6.01 The purpose of the AGRICULTURE designation is to maintain and encourage the conservation of agricultural lands in Whatcom County consistent with the Washington Growth Management Act requirement to preserve agricultural resource lands. An additional purpose is to minimize conflicts between agricultural and nonagricultural uses by directing non-agricultural uses to rural or urban areas. The AGRICULTURE designation also intends to maintain natural systems and processes; conserve energy, in that less energy is required to farm the most fertile agricultural lands; sustaining specialty crops, such as strawberries, raspberries and blueberries; consistent with the Whatcom County Goal Statements pertaining to the conservation of agricultural lands and the Economic Development section of the

County-Wide Policies.

- 6.02 Rationale: Commercial agriculture is a significant economic activity in Whatcom County. Urban encroachment can raise the assessed valuation, resulting in higher property taxes for the farmer. Premature urban development frequently forces the farmer to sell agricultural lands for urban purposes. This situation is especially pronounced in the "Fringe" areas of cities, where urban growth pressures are most evident.
- 6.03 Locational Criteria
- 6.03.1 Physical characteristics utilized for the designation include Lands classified as "prime farmlands" or "farmland of statewide importance" by the Soil Conservation Service and Cooperative Extension Service and 100 year floodplain areas of the Nooksack River and Silver Creek.
- 6.03.2 Cultural characteristics include areas where the predominant land uses are full or part time agricultural operations, including silviculture; there is a lack of commitment to non-farm uses other than residences; urban sewer and water services are not planned; the land use history indicates farming has been a viable or potentially viable land use; there is a pattern of capital investment in agricultural operations; and parcels are in the Open Space Taxation classification pursuant to RCW 84.34.
- 6.04 AGRICULTURE uses include the cultivation, management and harvest of field, shrub, vine, greenhouse, orchard and forest crops; dairying, livestock raising and small animal husbandry; beekeeping and mushroom raising.
- 6.05 Land designated as AGRICULTURE is encouraged to continue in such uses and should be protected from external factors which may cause conversion to nonagricultural uses.
- 6.06 The AGRICULTURE designation is retained in the general area of the Nooksack River floodplain.
- 6.07 The AGRICULTURE designation is implemented by the AGRICULTURE zone district with a forty acre minimum parcel sizes for residential uses.
- 6.08 Nonagricultural related uses are discouraged from locating within designated AGRICULTURE areas.
- 6.09 The implementation of "special district" plans and capital improvement programs shall not result in detrimental impacts to the AGRICULTURE lands of Whatcom County. Preservation of agriculture is a high priority when considering expanding urban growth areas to meet projected population needs.
- 6.10 Whatcom County will encourage the retention of small family farms by supporting direct marketing programs and activities such as the Bellingham Farmers Market for

the Whatcom County farming community.

- 6.11 To conserve the agricultural land and economic base of Whatcom County and to conserve Prime Agricultural soils, Whatcom County will encourage agricultural land owners to utilize the tax benefits of RCW 84.34, the Open Space Taxation Act.
- 6.12 To promote the conservation of agricultural lands and the economic stability of existing and future agricultural operations, Whatcom County will coordinate and participate in programs with the Agricultural Extension Service, Soil Conservation Service and other agricultural organizations.
- 6.13 Service levels in the AGRICULTURE designation include individual on-site septic systems, individual wells or water associations, fire protection from a Whatcom County Fire Protection District and law enforcement from the Whatcom County Sheriff's Department.

V. URBAN GROWTH AREA

A. URBAN GROWTH AREAS DEFINED

Under the Growth Management Act (GMA), cities and counties are required to designate areas where urban growth shall be encouraged and areas where urban development shall be discouraged. Urban growth, as defined by the GMA,

"refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources."

The purpose of designating urban growth areas is to promote compact urban development; ensure efficient use of land resources; and facilitate the economic provision of urban services. Urban growth areas should include areas and densities sufficient to provide for the urban growth that is projected to occur in the next twenty years. Urban growth requires urban levels of service, including: storm and sanitary sewer systems, domestic water systems, transportation, fire and police protection, public transit, schools, parks and other public utilities associated with urban areas.

Since the intent of the GMA legislation is to ensure concurrency of facilities and services with projected growth and development, urban growth should be located first in areas already characterized by urban growth. These areas should have existing public facilities and service capacities to serve the development of the area. Second, urban growth should be located in areas that will be served by a combination of existing and planned public facilities and services; and finally in areas adjacent to areas characterized by urban growth, where adequate public facilities and services are not presently available.

Compliance with the GMA requires cities to complete an analysis of the availability and need of land within and adjacent to its boundary for natural resources, open space, housing, commerce, industry, transportation and the location and need for public facilities and services. The City of Bellingham in cooperation with Whatcom County has analyzed these needs to identify areas appropriate for inclusion in the City's Urban Growth Area. The City and County will work together to direct the rate, amount, type, timing and location of urban growth.

B. FACTORS AFFECTING URBAN GROWTH AREAS

Land use development in the City of Bellingham and adjacent urban areas is the result of a variety of economic, social and physical variables. The direction, type, and timing of growth are influenced by the topography; environmental constraints, market conditions, the extension of services including sewer and water; and the development of transportation systems.

In evaluating the areas adjacent to the City limits, a number of assumptions were made and specific criteria reviewed. Some of the primary assumptions include the following:

1. The City of Bellingham's Urban Service Area, established in 1985 is the logical area for the major portion of the City's Urban Growth Area to the north;
2. The Urban Service Area is characterized by urban growth and is partially to fully served with City sewer and water;
3. Some annexations occur prior to the extension of services and development.
4. As population in urbanized areas increases, demands for public facilities and services also will increase;
5. Bellingham will continue to be a primary public facility and service provider; there is a need to require development to pay impact fees in urban growth areas;
6. Some areas outside the Urban Service Area are characterized by urban development;

The criteria used for evaluating Bellingham's urban growth areas are based on an analysis and evaluation of the following:

1. Population projections;
2. Land supply needs for residential, commercial, industrial, and recreational developments;
3. Urban service capacity, including sewer, water, and other infrastructure;
4. Existing and future plans-recognizing consistency and compatibility with existing local and regional policies: including GMA goals, County-wide Planning Policies, and Visions for Bellingham Goals;
5. Protection of wetlands and associated systems, sensitive environmental areas, and open space;
6. Requests for specific zoning by property owners.

VI. NEIGHBORHOOD PLANNING AREAS

For planning purposes, the Urban Fringe Subarea is divided into three larger Analysis Areas. Within each Analysis Area, smaller "Neighborhood Planning Areas" have been identified and named. Each neighborhood planning area is further divided into smaller areas which have a number of factors in common, including zoning, topography, land uses, infrastructure, service capacity, sensitive environmental areas, wetland systems, open space, stream corridors, and others. The following section provides a discussion of the neighborhood planning areas within Bellingham's proposed Northern Urban Growth Area, and includes: 1) identification of Whatcom County zoning districts within each neighborhood planning area, 2) proposed City zoning designations after annexation, and 3) maps showing the Neighborhood Planning Areas and the smaller planning areas within the neighborhood. A later section of this Plan will discuss areas to be evaluated during the City's Five Year Periodic Review.

A. MARINE DRIVE/AIRPORT ANALYSIS AREA

The Marine Drive/Airport Analysis Area comprises seven neighborhood planning areas within Bellingham's Northern Urban Growth Area as identified below. The following section contains a description and map for each planning area. These larger areas are further divided into planning subareas which have a number of factors in common, including zoning, topography, land uses, infrastructure, service capacity, sensitive environmental areas, wetland systems, open space, stream corridors, and others. The neighborhood planning maps identify the neighborhood boundary, proposed subareas, existing Whatcom County zoning in brackets (), and proposed Whatcom County zoning. Special features of a planning area or vicinity may be identified. Upon annexation, comparable City zoning would apply.

Neighborhood Planning Areas:

MAP 1:	Shoreline Industrial Area
MAP 2:	Airport/Marine Drive Mixed Use Area
MAP 3:	Bennett Drive Residential Area
MAP 4:	Airport Gateway/Operations Area
MAP 4A:	Airport North Industrial Area
MAP 4B:	Pacific Highway North (Industrial/Commercial Area
MAP 5:	Curtis Road Industrial Area

MAP 1: SHORELINE INDUSTRIAL AREA

This planning area is located adjacent to Bellingham's city limits and Bellingham Bay and has four zoning designations: Heavy Impact Industrial (HII), Light Impact Industrial (LII), Urban Residential, (UR3) three dwelling units to the acre, and Recreation and Open Space (ROS). The area is generally flat with some high bluffs, narrow backshores, slopes in excess of 15% adjacent to the Bay, and sandy beaches. There is some slope instability adjacent to the Bay. Wet areas have been identified between the Burlington Northern Railroad and Marine Drive on the Tilbury Cement property and the Marine Drive Industrial Park. Little Squalicum Creek flows through portions of the area. Little Squalicum Park is located at the area's southern boundary and adjacent to the City's Birchwood Neighborhood. A high yield aquifer underlies much of this area.

The area has included significant employment and industrial uses for over 80 years. Over time, the industrial activity has continued to grow and has been accompanied by substantial residential growth. In 1971, portions of the area were designated Select Industrial because of the proximity to residential areas. The area was zoned Unclassified and later zoned Select Light Manufacturing in 1973. In 1984, parts of the area were rezoned to Heavy and Light Impact Industrial, because of existing industrial uses and proximity to air, rail, and water transportation, and the I-5 corridor. The area is presently characterized by heavy and light impact industrial uses and single family homes along Marine Drive and in the Seaview Subdivision.

Roads serving the area include: Bennett Drive, and Roeder Avenue, established truck routes, and Marine Drive. In 1977, Bellingham restricted trucks over 28,000 lbs from using Eldridge Avenue as an east/west truck route. Since that time, trucks use Squalicum Parkway and Roeder Avenue to access waterfront industries. Some truck traffic continues to use Cedarwood Avenue, West Illinois Street, Patton Street, and Edens Avenue as the sole access to some industrial property. In 1989-90, Bennett Drive was upgraded to full all weather commercial standard to improve access to the industrial area, I-5 corridor, and airport facilities. The Burlington Northern Mainline follows the shoreline with spurs serving industries. Airport service is within one half mile at Bellingham International Airport.

Water District 2 serves the area with water purchased from the City of Bellingham. Whatcom County Fire District #8 provides fire protection services, and has mutual aid agreement with other fire districts and the City of Bellingham. Police protection is provided by the Whatcom County Sheriffs Department. City services include sewer and water extensions along Marine Drive, with service to the Seaview subdivision and some industrial sites. Portions of the area adjacent to Bellingham Bay are within Whatcom County's Shoreline Management Program and have Urban and Conservancy shoreline designations.

Issues affecting development of the area include: 1) Maintaining the area as a long-term industrial employment center, 2) upgrading utilities (water, sewer, storm drainage systems) to urban levels, 3) the location of residential areas close to heavy impact industrial uses, 4) truck traffic through residential neighborhoods, 5) off-site impacts such as noise, odors, chemical fumes, airborne particulates, industrial odors and noise levels, 6) water and soil contamination and air pollution, and the need for clean-up of known contaminated sites; 7) recreational and open space protection, 8) physical and visual access to the shoreline,

and 9) the general aesthetics of the area.

The intention of the Heavy Impact Industrial designation acknowledges the history of industrial uses in the area, and accommodates potential expansion of industrial uses within the HII zone. Because the HII area is adjacent to existing and planned residential areas in Whatcom County and Bellingham, specific industrial uses are prohibited. The continuing intent of the Heavy Impact Industrial zoning in the Urban Fringe Subarea is to prevent primary manufacturing activities (those activities utilizing raw materials) that adversely impact the environment, and to allow the use of secondary products. Applicable development and performance standards, including the Urban Fringe Heavy Impact Industrial zoning and development regulations, are intended to provide the mechanism for attaining compatibility between residential and industrial uses. Industrial uses must incorporate adequate setbacks, buffers, and other necessary measures to protect the adjacent residential neighborhoods from negative offsite impacts, including smoke, glare, noise, vibrations, odors, and other forms of pollution.

The City of Bellingham supports a mix of water dependent uses on the waterfront as reflected in the Visions for Bellingham goals document. Along with continued provision for heavy industrial uses, Light Impact Industrial uses will be allowed as permitted uses. Elsewhere in the County, Heavy Impact Industrial zoning is primarily preserved for Heavy Impact Industrial uses, and Light Impact Industrial uses are limited. The Urban Fringe Subarea's Heavy Impact Industrial zoning, because of its proximity to residential areas, is intended to support existing industries, and to allow Light Impact Industrial uses as outright permitted uses.

Minimizing public contact with hazardous materials is an agreed upon goal. Where industrial sources are close to residential areas, as in the Shoreline Industrial Area, City and Urban Fringe policies are intended to provide the direction for implementing measures that will achieve compatibility between industrial and residential uses. These policies are intended to require each industry to employ the best practicable pollution control and nuisance abatement technology. Where federal, state or regional laws or regulations specify the level of technology to be employed, that standard shall apply. Permits on contaminated sites should be granted subject to compliance with remediation measures required by the agency or agencies having jurisdiction.

Industrial activities shall not produce detrimental impacts beyond their property line. Off-site impacts will be managed in compliance with applicable laws and regulations. Mitigation measures include buffering, the potential use of enclosures, or other measures that achieve compliance with applicable laws, regulations and ordinances.

In compliance with the Growth Management Act (Chapter 36.70A RCW), the City of Bellingham, Whatcom County, Port of Bellingham and appropriate public agencies will cooperate in storm water, and drainage basin planning. Each local jurisdiction shall, as appropriate, implement drainage basin plans in a cooperative manner to reduce and eventually eliminate harm to the environment from their shared storm water runoff. Each responsible agency shall review drainage, flooding and storm water run-off for all new development and redevelopment in the Shoreline Industrial Area, in accordance with applicable ordinances, (Chapter 15.42, Bellingham Municipal Code). Each jurisdiction will cooperate in providing the guidance for corrective actions to mitigate or cleanse those

discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound, pursuant to RCW 36.70A.070. In the Shoreline Industrial Area, this includes, but is not limited to, Little Squalicum Creek and Bellingham Bay.

AREA 1A, 1B, 1C

The Heavy Impact Industrial properties, approximately 114 acres, are located in three defined subareas, physically separated by light industry, urban residential development and geographical features such as bluffs and ravines. The City's Birchwood neighborhood defines the area's northern and eastern edges. The County's Alderwood neighborhood is at its northern and western edges. Puget Power adequately serves the Shoreline Industrial Area. Recent upgrades to the electrical system have been performed by Puget Power which serves the Shoreline Industrial Area. Airport service is within 2,000 feet at the Bellingham International Airport.

Subarea 1A, containing a plywood mill and seafood processor, is located on Bellingham's working waterfront at the northeast end of Roeder Avenue near its intersection with Seaview Avenue. Access to these industries is from Squalicum Parkway and Roeder Avenue.

Subarea 1B, the cement plant site (50 plus acres) sits on the bluff above Bellingham Bay and is located south of Marine Drive. Residential areas abut the site on the northwest and southeast. Access to the site is from Cement Plant Road and Marine Drive.

Subarea 1C, located to the north of Marine Drive and east of Bennett Drive, includes a wood treatment facility, steel fabrication, a fiberglass manufacturer, and two vacant parcels. Access to this area is from Marine Drive and Bennett Drive which are identified truck routes. The easternmost sites must currently use residential streets, including Cedarwood, Patton, West Illinois, and Edens Avenue to access their property. Bellingham, Whatcom County, area industries, and neighborhood residents should be encouraged to work together on ways to provide direct access to Marine Drive and Bennett Drive, and significantly reduce or eliminate truck traffic on residential streets.

County policies acknowledge the existing HII uses in the Shoreline Industrial Area, and supports their continued operation. Because of the residential/industrial interface and the necessity to protect the population from environmental hazards and off-site impacts, certain HII uses are prohibited. As stated in Policy 4.09, the following uses shall not be permitted in HII zones in the Urban Fringe Subarea: manufacturing and processing of asbestos and products derived therefrom, petroleum refining and the primary manufacture of products derived directly therefrom, primary manufacturing of rubber, plastics, chemicals, paper and primary metal industries.

Issues affecting development in the area: 1) maintaining a viable employment center, 2) upgrading utilities-water, sewer, storm water drainage systems, 3) creating and enhancing buffers between industrial and non-industrial uses, 4) truck traffic on residential streets, 5) off-site impacts such as noise, odors, chemical fumes, airborne particulates, 6) water and soil contamination and the need for clean-up of known contaminated sites (eg. Little Squalicum Creek and wood treatment facility site), 7) protecting Little Squalicum Creek and Park watershed and other recreation and open space areas, 8) access to the waterfront,

and 9) general aesthetics of the area.

The above concerns are intended to be addressed through County or City zoning regulations and compliance with development and performance standards. Special consideration should be given to site design with appropriate setbacks and buffers between residential and industrial uses. Improved access to and from all properties within Area 1C and 2C should be encouraged, including a connection to Marine Drive and Bennett Drive. Light Impact Industry should be permitted in Area 1. As noted above, affected jurisdictions will cooperate in storm water, and drainage basin planning to reduce and eventually eliminate harm to the environment from storm water runoff.

Storm water runoff management and sanitary sewer connections should be encouraged to eliminate detrimental impacts to Little Squalicum Creek watershed. The City, County, Port of Bellingham, and other regulatory authorities should provide guidance for preventing soil and water contamination, and agencies with jurisdiction should provide guidance for corrective actions to mitigate or clean up those areas identified as contaminated.

RECOMMENDATION

Retain the Urban Fringe Heavy Impact Industrial (HII) designation for Area 1A, 1B, and 1C, with modification to clarify prohibited uses, add Light Impact Industrial uses as outright permitted uses, and incorporate other amendments needed to bring zoning into compliance with the Urban Fringe Subarea Plan.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for the Heavy Impact Industrial zone in Whatcom County's Urban Fringe Subarea and Bellingham's Urban Growth Area is Industrial, Planned. This zoning will ensure that uses allowed by Whatcom County zoning (Urban Fringe Subarea-Heavy Impact Industrial and Light Impact Industrial) will be allowed as outright permitted uses, subject to appropriate development standards. Commercial uses will be prohibited.

Special consideration should be given to road improvements, access directing truck traffic to designated truck routes, internal circulation, public access to the waterfront, viewpoints where appropriate, buffers from residential and recreational areas, shoreline, drainage, and sewer and water service. For new uses, serious consideration should be given to enclosure of activities with potential offsite impacts. Some marine uses should be allowed within the Planned Industrial designation for properties adjacent to Bellingham Bay.

AREA 2A, 2B, and 2C

The Light Impact Industrial properties, approximately 64 acres, are located north of Marine Drive, in three defined subareas separated by heavy impact industrial development, residential, Little Squalicum Creek ravine and Park. Area 2A, comprising approximately 47 acres, is located north of Marine Drive and east and west of Bennett Drive. That portion located west of Bennett Drive is approximately 43 acres and is bounded on the north by McAlpine Road. Access to the area is from Marine Drive. Existing light impact industrial uses include: warehousing, electrical and repair shops, storage facilities, and some vacant parcels. That portion of Area 2A east of Bennett Drive is zoned Heavy Impact Industrial,

and is characterized by small lots and some existing single family dwellings. Cedarwood Avenue forms its northern boundary. The Heavy Impact Industrial setback requirements make development of these parcels difficult without variances. A Light Impact Industrial designation will allow development to occur without variances; will provide less intensive industrial development adjacent to residential development to the north; and will be consistent with the Light Impact Industrial zone across Bennett Drive.

AREA 2B, approximately 12 acres, is located adjacent to Marine Drive and across from Seaview Subdivision and other residential housing along Marine Drive. Its northern boundary abuts the Hill Area 1C. Little Squalicum Creek and ravine forms the area's southeastern boundary. Timpson Way and Krabbe Drive (both unimproved) traverse this area and provide access from Marine Drive. Several industrial businesses and a restaurant/lounge are located in the area.

AREA 2C is approximately 9 acres of vacant land owned by Bellingham Technical College. The City's Birchwood Neighborhood forms the eastern boundary; the college campus, located within the City limits, abuts the area on the southwest; and Little Squalicum Creek ravine is the area's southwestern boundary. West Illinois Street (unimproved) is the northern boundary. Access to the area is from Nome Street. Heavy impact industrial uses in AREA 2C are not appropriate adjacent to residential development, recreation and sensitive environmental areas, or school facilities because of the possible impacts from air pollution and water and soil contamination. Proximity to existing industrial uses makes this site a good location for cooperative technology/education programs. Light Impact Industrial uses in this area could complement the technology and training programs offered at Bellingham Technical College. When the area is annexed to the City of Bellingham, the zone designation will be public, consistent with other school properties in the City.

Issues affecting development in the area: 1) maintaining a viable employment center, 2) upgrading utilities-water, sewer, storm water drainage systems, and roads, 3) creating and enhancing buffers between industrial and non-industrial uses, 4) protecting Little Squalicum Creek, Park, the watershed, and other recreation and open space areas, 5) water and soil contamination and the need for clean-up of known contaminated sites (eg. Little Squalicum Creek); 6) access to the waterfront, 7) off-site impacts such as noise, odors, chemical fumes, airborne particulates, and 8) general aesthetics of the area.

RECOMMENDATION

Retain Light Impact Industrial for AREA 2A west of Bennett Drive and AREA 2B. Rezone AREA 2A east of Bennett Drive and AREA 2C from Heavy Impact Industrial to Light Impact Industrial (LII).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for Whatcom County's Light Impact Industrial is Industrial, Planned. Uses should be limited to those in the County's Light Impact Industrial zone. Commercial uses will be prohibited. The Public designation for AREA 2C is consistent with other areas in the City where schools are located. Special consideration should be given to buffers adjacent to residential areas, sewer and water service, and site design. Commercial uses will be prohibited.

AREA 3

This area is located adjacent to Marine Drive and the Cement Plant site. Cement Plant Road forms its southern boundary. The area is approximately 2 acres and is currently zoned Heavy Impact Industrial (HII). Several vacant buildings are located on-site. Because the parcels are small, Heavy Impact Industrial setback requirements make development of the area difficult without variances. Because the area is adjacent to industrial employment centers, residential dwellings along Marine Drive and the Seaview Subdivision, and across from a commercial use at the intersection of Marine Drive and Bennett Drive, the area is more appropriate for Neighborhood Commercial development.

RECOMMENDATION

Rezone the area to Neighborhood Commercial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for Whatcom County's Neighborhood Commercial is Commercial, Neighborhood.

AREA 4

This area is located south of Marine Drive and adjacent to Bellingham Bay. The area comprises approximately 25 acres and is currently zoned Urban Residential (UR3) three units per acre provided sewer and water services are available. The HII zone is adjacent to this area to the northwest and LII zone is adjacent to the northeast. The terrain is generally flat except for steep slopes and bluffs adjacent to the shoreline. Bluff height varies between 60 and 100 feet and slopes often exceed 45 percent. Slope stability is marginal due to wave action at the toe of slopes and subsequent bank over-steepening, a situation which may be aggravated by human actions. Structures should be situated at sufficient distances from slope crests to be safe from slides and erosion, which may be expected to occur periodically. The area is characterized by single family residential development. Seaview Subdivision comprises approximately 9 acres of this area. Given the location of this area adjacent to the shoreline, views should be protected and access to the beach provided.

The County's cluster subdivision provides for 8,000 square foot building sites with designated "Reserve Tracts" for both protection of environmental amenities and future division and development of the land. Subdivision of reserve tracts can only occur through the long subdivision process and only under specific circumstances. An increase in density allowing four dwelling units to the acre is appropriate provided cluster development and protection of views are required.

RECOMMENDATION

Rezone the Area to Urban Residential (UR4).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Single Family Residential, 10,000 square feet per unit with a cluster requirement. Special consideration should be given to road improvements, access, internal circulation, cluster development, shoreline and view protection, public access to the beach, view protection, viewpoints where appropriate, buffers, access, and sewer and water service.

AREA 5

This area, known as the Little Squalicum Creek and Park Site, comprises approximately 18 acres and is currently zoned Recreation Open Space (ROS). The area is located adjacent to Bellingham's Birchwood Neighborhood, in a ravine downstream from the Bellingham Technical College (BTC). The property starts at the school and continues downstream to the saltwater shoreline. Much of the ravine is over 100 feet wide at the bottom and quite flat. The County owns about 200 lineal feet of shoreline in this area. It is possible that negotiations with the owners of the cement plant and the Port of Bellingham could result in a much larger beach area for public use. Recommended facilities for the site include: paved trail system from the parking lot to the beach; (parking is presently available in the BTC parking lot) limited multi-use open grass play areas; picnic sites; and restroom facilities. Through an interlocal agreement with Whatcom County, the City of Bellingham will develop, operate and maintain this park site.

Issues affecting development of the area include: 1) recreational and open space protection, 2) water and soil contamination and the need for clean-up of known contaminated sites, 3) off-site impacts such as noise, odors, chemical fumes, airborne particulates, industrial odors and noise levels, 4) water and soil contamination and air pollution, and the need for clean-up of known contaminated sites; 5) recreational and open space protection; 6) physical and visual access to the shoreline, and 7) the general aesthetics of the area.

The City of Bellingham, Whatcom County, Port of Bellingham, and other public agencies shall cooperate in developing an interlocal agreement and seeking funding sources to address storm water, and drainage basin planning in the Shoreline Industrial Area, and shall cooperate to reduce and eventually eliminate harmful impacts to the Squalicum Creek environment and Park site, consistent with Chapter 15.42 and RCW 36.70A.070. The City, County, Port of Bellingham, and other regulatory authorities should provide guidance for preventing soil and water contamination, and agencies with jurisdiction should provide guidance for corrective actions to mitigate or clean up those areas identified as contaminated.

RECOMMENDATION

Retain the Recreation and Open Space (ROS) designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is the Public designation. Special considerations would include protection of recreation areas and open space, physical and visual access to the shoreline, and general aesthetics of the area.

MAP 2: AIRPORT/MARINE DRIVE MIXED USE AREA

This planning area is located to the northwest of the Shoreline Industrial Area, and directly south of the Bellingham International Airport. The area currently has two residential designations: Residential Rural (RR), zoned for one and two dwelling units per acre, and Urban Reserve (UR), zoned for three (3) units per acre which includes the Cliffside Subdivision. The shoreline currently has the Whatcom County Conservancy Designation. The area is generally flat to rolling hills with slopes and bluffs adjacent to the shoreline ranging between 15 percent and 40 plus percent. Some wet areas have been identified between Alderwood and Marine Drive. The area is characterized by single family development on larger parcels along Marine Drive, Alderwood Avenue, McAlpine, and Locust Road. Parcels range in size from one acre to over 10 acres. Some of the area, including Cliffside Subdivision, lies within the Airport 65Ldn noise exposure zone, Runway Protection zone, and/or the Approach Surface zone. Some of the planning area is outside these zones.

The Airport Master Plan identifies approximately one hundred and thirteen dwelling units which are impacted by the 65 Ldn noise exposure contour. The impacted dwellings are located in the Cliffside Subdivision and adjacent to the airport along Marine Drive, and in some areas outside the planning area located around Slater Road and Interstate-5 north of the Airport. All impacted areas are subject to acquisition by the Port as federal funds become available.

Roads serving the planning area include Marine Drive, Airport Way, Alderwood Avenue, Williamson Way and McAlpine Road. The Burlington Northern Railroad traverses the area along the shoreline west of Marine Drive. Water District #2 provides water to the area purchased from the City of Bellingham. Septic systems are predominant in this area. City sewer and water service is provided to some areas northeast of Marine Drive extending along Hollywood and Alderwood Avenues. Fire protection is provided by Fire District #8; law enforcement is provided by Whatcom County Sheriffs Department.

Issues affecting development of the area include: 1) appropriate zoning for areas impacted by the Airport's 65 Ldn noise exposure contour, "Clear Zones", Runway Protection Zone, and approach surface zones; 2) the need for appropriate buffering between residential and industrial areas and the airport; 3) protection of any significant wetland areas; 4) roadway improvements to serve an urbanizing area; 5) access along Marine Drive; internal circulation; 6) public access to the shoreline, and 7) the appropriateness of rural zoning (one and two dwelling units to the acre) in Bellingham's Urban Growth Area.

Industrial and other uses related to Airport Operations may also be appropriate for those areas specifically impacted by the 65 Ldn noise exposure contour and Runway Protection Zone. Passive recreation uses including viewpoints, sports fields, and access points to tidelands and tideland trails such as Locust Road are recommended specifically for some areas impacted by the airport. For those areas outside the 65 Ldn noise exposure contour, a mix of higher density residential and light impact industrial uses may be appropriate. Residential land uses that lie within the Airport's "Clear Zone" and "approach surface zones" are impacted by airport and aircraft operations and should be discouraged. Other

uses to be discouraged include: places of public assembly, above-ground storage of flammable materials, light-polluting sources, smoke or steam polluting sources and open burning, electrical interference sources such as radio/tv transmitting facilities, and any use which could create a hazard or endanger the landing, takeoff, or maneuvering of aircraft.

AREA 1

This area is located west of Marine Drive, and is currently zoned Rural Residential, (RR2) allowing two units per acre. The area comprises approximately 28 acres and is characterized by single family residential development and forest covered parcels adjacent to Marine Drive and Locust Road. A ravine with a 61 percent slope extends generally along that portion of Locust Road west of Marine Drive and is designated for public access to the tidelands. A condominium Planned Unit Development (PUD) is proposed for approximately 8.9 acres of the planning area. Extension of sewer service is provided by the City of Bellingham. Roads serving the area are: Marine Drive, McAlpine Road and Locust Road. The Burlington Northern Railroad traverses the western portion of the area.

RECOMMENDATION

Rezone the area to Urban Residential (UR3) three dwelling units per acre.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for the Urban Residential, three units to the acre is Residential Single, 12,000 square feet per unit. Special consideration should be given to access to Marine Drive, protection of the ravine and views where appropriate, and public access to the shoreline. Cluster development should be required.

AREA 2

This area comprises approximately 27 acres and is currently zoned Rural Residential (RR1) allowing one dwelling unit per acre. The area is located west of the Burlington Northern Railroad tracks, and Marine Drive, and entirely within the Airport 65 Ldn noise exposure contour, "Clear Zone" and Approach Protection Area. The Port of Bellingham is in the process of purchasing homes in the vicinity which are impacted by the Airport as Federal funds become available. Residential uses are not recommended in an area located within the Airport 65 Ldn noise exposure contour or the "Clear Zone". To minimize any hazard in this area, land uses which support airport uses are appropriate for this area, including greenbelts, plant nurseries, and low intensive recreational development. Consideration should be given to shore access, trails, protection of views, and integration of natural features and open space into site design.

Issues affecting development of the area include: 1) the appropriateness of rural zoning and development in Bellingham's Urban Growth Area; 2) the need for road improvements, access, and internal circulation; 3) protection of views, open space, and site design. Since the area is within Bellingham's Urban Growth Area, urban zoning with urban levels of service are ultimately appropriate. Because of its location in the Ldn noise contour and Approach Protection Zone, residential development should be discouraged.

Since the area is within Bellingham's Urban Growth Area, urban zoning with a range of urban densities and urban levels of service are ultimately appropriate. Because of its

location in the Ldn noise contour and Approach Protection Zone, however, residential development should be discouraged. Appropriate uses in this area may include greenbelts, some light impact industrial development, trails and open space.

RECOMMENDATION

Rezone the area to Urban Residential (UR3), three dwelling unit/acre. Uses which support airport uses are appropriate for this area, including greenbelts, plant nurseries, and low impact recreational development.

COMPARABLE FUTURE CITY ZONING

Comparable future City zoning is Residential Single, 12,000 square feet per unit. Uses which support airport uses are appropriate for this area including greenbelts, plant nurseries, and low impact recreational development. As property is acquired by the Port of Bellingham, zoning will be adjusted consistent with an approved Airport Master Plan.

AREA 3

This area comprises approximately 65 acres and includes the Cliffside Subdivision and larger lots adjacent to Marine Drive. Some parcels are within the Airport's 65 Ldn noise exposure contour, and are impacted by the Airport's "Clear Zone". Other properties are outside the impacted area, and are identified by the Port of Bellingham as an "isolated community". These properties are not currently subject to the Port's buy-out program established by the Port for properties impacted by the noise and clear zones.

The area is currently zoned Urban Reserve (UR3), and is characterized by single family residential development. The topography is generally flat to rolling hills, with steep bluffs along the shoreline. The Port is in the process of purchasing homes impacted by the Airport as Federal funds become available. Residential uses are not recommended in an area located within the Airport 65 Ldn noise exposure contour or the "Clear Zone". Uses which support airport uses are appropriate for this area, including greenbelts, trails, view points, plant nurseries, and low impact recreational development.

RECOMMENDATION

Retain the Urban Residential (UR3) designation, three units to the acre.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, 12,000 square feet per unit. Special consideration should be given to road improvement, access to Marine Drive, protection of views where appropriate, and public access to the shoreline. Cluster development should be encouraged.

AREA 4

This area is located between Alderwood Avenue and Marine Drive and is currently zoned Rural Residential (RR1), allowing one dwelling unit per acre. Boxwood Road (unimproved) forms part of the eastern boundary, and Williamson Way (unimproved) traverses the site

linking Alderwood Avenue with marine Drive. The area comprises approximately 36 acres and is characterized by sparse single family development. Topography is generally flat to rolling hills with some forest cover and wet areas north of Marine Drive.

Part of the area lies within the Airport 65 Ldn noise exposure contour and impacted by the Airport's "Clear Zone". The Port of Bellingham is in the process of purchasing homes impacted by the Airport as Federal funds become available. Residential uses are not recommended in an area located within the Airport 65 Ldn noise exposure contour or the "Clear Zone". Uses which support airport uses are appropriate for this area, including greenbelts, plant nurseries, and low impact industrial development. Since the area is adjacent to Bellingham International Airport and a Light Impact Industrial zoned land on the north, this area may be appropriate for light impact industrial uses. Port owned property should be a part of the Airport Master Plan.

Issues affecting development of the area include: 1) the appropriateness of rural zoning and development in Bellingham's Urban Growth Area; 2) need for industrially zoned land not impacted by wetlands; 3) road improvements, access, and internal circulation; and 4) protection of views, open space, and site design. Since the area is within Bellingham's Urban Growth Area, urban zoning with a range of urban densities and urban levels of service are ultimately appropriate. Because of its location in the Ldn noise contour and Approach Protection Zone, residential development should be discouraged. Appropriate uses in this area may include greenbelts, some light impact industrial development, trails and open space.

RECOMMENDATION

Rezone the area to Light Impact Industrial (LII).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned and/or Institutional, Planned, Airport Operations/Master Plan for those properties owned by the Port of Bellingham. Special consideration should be given to road improvements to serve industrial uses, access, internal circulation, protection of wetlands, buffers from residential areas, open space, and sewer and water service. As property is acquired by the Port of Bellingham, zoning will be adjusted consistent with an approved Airport Master Plan.

AREA 4A

This area comprises approximately 14 acres, and is located north of Marine Drive, and adjacent to Bellingham International Airport on the north. It is currently zoned Rural Residential (RR1) allowing one dwelling unit per acre. Its eastern boundary is adjacent to property owned by the Port, and the western boundary is Bellingham's recommended Urban Growth Area boundary. The topography is gentle rolling hills with some forest cover and wet areas. If any airport expansion occurs, this property may be impacted by airport activities. Uses which support airport uses may be appropriate for this area, including greenbelts and light impact industrial development.

Issues affecting development of the area include: 1) the appropriateness of rural zoning

and development in Bellingham's Urban Growth Area; 2) need for industrially zoned land not impacted by wetlands; 3) road improvements, access, and internal circulation; 4) protection of wetlands, and open space; and 5) incorporation of natural features in site design. Since the area is within Bellingham's Urban Growth Area, urban zoning and urban levels of service are ultimately appropriate. Appropriate uses in this area may include greenbelts, light impact industrial development, trails and open space.

RECOMMENDATION

Rezone the area to Light Impact Industrial (LII).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned and/or Institutional, Planned, Airport Operations/Master Plan for those properties owned by the Port of Bellingham. Special consideration should be given to road improvements to serve industrial uses, access, internal circulation, protection of wetlands, buffers separating industrial uses from residential areas, open space, and sewer and water service. As property is acquired by the Port of Bellingham, zoning will be adjusted consistent with an approved Airport Master Plan.

AREA 5

This area lies directly south of Bellingham's International Airport and currently includes portions of the Rural Residential (RR1) and the Urban Reserve (UR3) designations located generally within the Airport 65 Ldn noise exposure contour and impacted by the Airport's "Clear Zone". The area comprises approximately 70 acres and is characterized by some single family residential development on large lots adjacent to Marine Drive. The topography is generally flat to rolling hills with some forest cover and wet areas north of Marine Drive. Most of the properties are owned by the Port of Bellingham.

The Port is in the process of purchasing homes impacted by the Airport as Federal funds become available. Residential uses are not recommended in an area located within the Airport 65 Ldn noise exposure contour or the "Clear Zone". Uses which support airport operations are appropriate in this area. The intent of the AO designation is to facilitate air oriented activities and uses appropriate for property in the Airport Ldn noise exposure contour and "Clear Zone". To minimize the hazard and nuisance, the approach zones should generally be over water, and land uses such as greenbelts, plant nurseries, and low intensity industrial should be encouraged.

Issues affecting development of the area include: 1) the appropriateness of rural zoning and development in Bellingham's Urban Growth Area; 2) road improvements, access, and internal circulation; 3) protection of wet areas, and open space; and corporation of natural features in site design. Since the area is within Bellingham's Urban Growth Area, urban zoning with urban levels of service are ultimately appropriate. Appropriate uses in this area may include greenbelts, low intensity recreational uses, ball fields, trails, open space, and light impact industrial uses.

RECOMMENDATION

Rezone those properties owned by the Port of Bellingham to Airport Operations (AO); rezone all other properties to Urban Residential (UR3). As property is acquired by the Port, zoning will be adjusted consistent with an approved Airport Master Plan.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Institutional, Planned, Airport Operations/Master Plan for those properties owned by the Port of Bellingham. Special consideration should be given to road improvements to airport operations, access, internal circulation, protection of wetlands, buffers from residential areas, open space, and sewer and water service. As property is acquired by the Port, zoning will be adjusted consistent with an approved Airport Master Plan.

MAP 3: BENNETT DRIVE RESIDENTIAL AREA

The Planning area is located adjacent to Bellingham's Birchwood Neighborhood and has four current zoning designations: Urban Residential (UR3), allowing three dwelling units to the acre; Urban Residential Medium, (URM6) allowing six dwelling units to the acre; Urban Residential Medium, (URM18), allowing eighteen dwelling units to the acre, and an area in the vicinity of Boxwood Road (unimproved), Locust Road, and Marine Drive currently zoned Rural Residential (RR1) allowing one dwelling unit per acre. The area is generally flat with some forest cover which serves as a barrier between the residential area and the airport. The area is characterized by a mix of residential single family and duplex development along McAlpine Drive, Bennett Drive, Alderwood, Redwood, Hollywood Avenues, Boxwood Road, Locust Road, and Marine Drive. Some home occupations and small businesses are located along Bennett Drive.

Issues affecting development of the area include: 1) impacts by airport and freeway noise; 2) increased traffic on Bennett Drive; 3) truck traffic through residential neighborhoods; 4) lack of a park site to serve residents and workers; and 5) concentrations of low income and transient students at Alderwood Elementary School.

Bennett Drive, a primary arterial and designated as a truck route by the City of Bellingham, links the Marine Drive industrial area with the I-5 Interchange at West Bakerview and the airport. Other roads serving the area include: Alderwood, Redwood, Cottonwood, and Hollywood Avenues, Locust, Boxwood, McAlpine Drive, and Marine Drive. Although the City of Bellingham provides sewer and water services to the area, Water District #2, buys water from the City of Bellingham, and serves some properties. Fire District #8 provides fire protection services to the area.

The planning area is impacted by airport and freeway noise and increased traffic on Bennett Drive. To mitigate noise impacts and enhance the visual character of the area, buffers (landscape and/or masonry walls) are recommended for all residential development.

Whenever possible, access to residential developments should be taken from residential streets rather than from Bennett Drive. This will minimize the impacts of truck traffic on future residential development. In addition, street trees should be required along Bennett Drive, a park site should be identified in the neighborhood, and open space should be preserved to serve the residential needs and industrial developments in the area.

AREA 1

This area comprises approximately 188 acres. It is adjacent to Bellingham's Birchwood Neighborhood and has two current zoning designations: Urban Residential, (UR3) three dwelling units to the acre, and Urban Residential Medium, (URM6) six dwelling units to the acre. The area is characterized by a mix of single family and multi-family residential development, with some home occupations, and small businesses along Bennett Drive. City sewer and water extends along Bennett Drive, Alderwood, Cottonwood, and Cedarwood.

Roads serving the area include: Bennett Drive, Cherrywood, Alderwood, Redwood, Hollywood, McAlpine, and Cottonwood. Because Bennett Drive, is a primary arterial linking the shoreline industrial area with Interstate-5, consideration should be given to issues of

access and internal circulation for adjacent development. An increase in single family density may be appropriate to encourage opportunities for affordable home ownership, and decrease the transient nature of the Alderwood School student body. The generally flat terrain provides opportunities for better and less costly development close to employment centers; Alderwood Elementary School, centrally located within the planning is over capacity. Increased multi family development in the area should be discouraged, given the already transient nature of the student body.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX), four units per acre, with no additional multi-family development. Because of existing development patterns, presence of considerable multi-family development in the area, lack of parks and open space, and overcrowding in Alderwood School, this area should not be a receiving zone for Transfer of Development Rights (TDRs).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq.ft. to 6,223 sq.ft. per dwelling unit for single family development. Multi family development would not be allowed in this area. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held. The area should not become a receiving zone for Transfer of Development Rights (TDRs).

AREA 1A

This planning area comprises approximately 3 acres located west of Bennett Drive. McLeod Road (unimproved) forms the area's northern boundary. Presently the area is zoned Urban Residential (UR3), (three dwelling units allowed per acre.). This area is generally flat and has been partially cleared for development. Several large scale multi-family complexes adjoin this area on the northwest. Single family development is located to the south and southwest. Because of its size, and ownership pattern, this area provides opportunities for better and less costly development close to employment and shopping centers.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq. ft. to 6,223 sq. ft. per dwelling unit for single family development. Parcels containing two or more acres are allowed to develop 25% of the total units as multi-family dwelling unit types. Special consideration should be given to road

improvements, access, internal circulation, drainage, sewer and water services, and incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held.

AREA 2

This area is located in the vicinity of Airport Drive and Bennett Drive and is currently zoned Urban Residential Medium (URM18), eighteen dwelling units per acre. The area comprises approximately 33 acres and is characterized by several large scale multi-family complexes and some vacant land. The area abuts the Light Impact Industrial area to the north and west. Generally, the area is flat, with some forest cover and wetlands. Special consideration should be given to road improvements, access, internal circulation, sewer and water services, wetland protection and integration of open space, wooded areas, and buffers into the site design.

RECOMMENDATION

Retain the Urban Residential Medium (URM18), eighteen units per acre.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Multi, Planned, 2,400 sq. ft. per unit. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design.

AREA 3

This area is approximately 3.3 acres and is located in the vicinity of McLeod Road, Willowwood, and Alderwood Avenues. The parcel is owned by Whatcom County and has been used as a playground by area residents. It is currently zoned Urban Residential (UR3). Because of its ownership and proximity to both residential single and multi development zoning, and its history as a play area for neighborhood children, it is appropriate and needed as a neighborhood park site. The area will provide both recreation opportunities and open space amenities adjacent for residential areas.

RECOMMENDATION

Rezone to Recreation and Open Space (ROS)

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is the Public designation.

AREA 4

This planning area is located generally west of Hollywood Avenue, adjacent to Boxwood Road on the east, and south of McAlpine Road to Marine Drive. It comprises approximately 52 acres and is characterized by single family residential development on larger lots. The area is currently zoned Residential Rural zone (RR1), allowing one dwelling unit per acre. Topography is generally flat to rolling hills with some forest cover and wet areas. Areas adjacent to Marine Drive have some nice views of Bellingham Bay which should be protected. Roads serving the area include Marine Drive, McAlpine Road, and Locust Road, and Boxwood (unimproved). Alderwood Elementary School serves this area.

Issues affecting development of this area include: 1) the appropriateness of suburban zoning and development in Bellingham's Urban Growth Area; 2) road improvements, access, and internal circulation; 3) protection of views, open space, wetlands, and site design.

Since the area is within Bellingham's Urban Growth Area, urban zoning with a range of urban densities and urban levels of service are ultimately appropriate. Because of its proximity to Bellingham Bay, consideration should be given to: protection of views, trails, wetlands, access, internal circulation, and integration of natural features and open space into site design.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX), four units per acre, with no additional multi-family development. Because of existing development patterns, presence of considerable multi-family development in the area, lack of parks and open space, and overcrowding in Alderwood School, this area should not be a receiving zone for Transfer of Development Rights (TDRs).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq.ft. to 6,223 sq.ft. per dwelling unit for single family development. Multi family development would not be allowed in this area. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held. The area should not become a receiving zone for Transfer of Development Rights (TDRs).

MAP 4: AIRPORT GATEWAY/OPERATIONS AREA

This planning area is a gateway to Bellingham from the north both visually and geographically. The area is currently zoned Airport Operations (AO), and Light Impact Industrial (LII). Bellingham International Airport comprises approximately 892 acres, and makes up the majority of this planning area. The area is fairly flat with sloping terrain toward the south. Most elevations in the area vary no more than 150 feet. Access to the airport is from the east and from Interstate 5 (I-5) via West Bakerview, which intersects with Airport Drive and Bennett Drive. Mitchell Way intersects with Airport Way and is the main entrance and access road to the airline terminal and parking area.

Primary uses in the Airport area include: the airport terminal, landing field, automobile parking lot, 2-bay fire station, U.S. Customs inspection station, Airport maintenance compound, and associated uses allowed in the Airport Operation (AO) zone, such as fuel storage facilities, industrial uses, including: Sound Beverage, Puget Sound Truck Lines, Exports, Inc., Helicopter Repair, the ice arena and other businesses like the Humane Society, SPCA, Workshop for the Handicapped, Baywood Manufacturing, and B & P Vending. Other uses include: U.S. Army Reserve and a Foreign Trade Zone. Approximately 233 acres of Light Impact Industrial land is adjacent to the airport on the southeast. Industrial expansion south of the airport is affected by wetlands. Mitigation measures can provide additional opportunities for development in this area.

AREA 1

The Bellingham International Airport comprises approximately 892 acres and is currently zoned Airport Operations (AO). Located four miles north of the City of Bellingham, the airport serves a larger regional area. The intent of the AO designation is to facilitate air oriented activity and to preclude all other activity that would be adverse to airport operations, and surrounding land uses. The Airport Operations zone provides for a variety of uses including tourist services and any use allowed as a permitted or conditional use in the LII zone, FAA facilities, terminals (including eating and drinking establishments), fixed base operations including airlines, flying schools and aircraft service, sales and maintenance, helicopter operations, military flying, air freight, fuel storage, public and community facilities including police and fire stations, hotels and motels, restaurants, and other tourist related facilities and services. To minimize the hazard and nuisance, the approach zones should generally be over water, and land uses such as greenbelts, plant nurseries, and low intensity industrial should be encouraged. Specific uses such as higher density residential development is not appropriate within the noise exposure contours and approach zones.

RECOMMENDATION

Retain the Airport Operations (AO) designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for the Airport Operations (AO) designation is Institutional Planned, Airport Operations. Uses should be limited to those allowed in the Airport Operations

designation. Any conditions specified in the Airport Master Plan relating to wetlands, buffers, open space, and site design should be implemented. Prerequisite considerations include development of the Institutional Master Plan for the area, road improvements, access, internal circulation, sewer and water service, and buffers from residential areas.

AREA 2

This area is located south and east of the airport and comprises approximately 221 acres. It is currently zoned Light Impact Industrial (LII). Existing industrial development includes: transport and construction companies, industrial manufacturing, storage and other smaller businesses. The terrain is generally gentle with hummock and swale topography in some areas and associated dense forest cover. Wetlands affecting development of the area are generally located south of Airport Way. Mitigation measures can provide additional opportunities for industrial development.

RECOMMENDATION

Retain Light Impact Industrial zoning.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, with uses limited to those in the Light Impact Industrial zone. Consideration should be given to road improvements, access, internal circulation, wetland protection, buffers from residential areas, open space, sewer and water services, and site design.

MAP 4A: AIRPORT NORTH INDUSTRIAL AREA

AREA 1 (SEIS Industrial Expansion Area #4)

This area is located adjacent to Bellingham International Airport on the north, and west of Interstate-5, and south of Slater Road and the Slater/I-5 Interchange. Kope Road forms the Area's eastern boundary, and provides access to the planning area. The west line of Section 3 of TWN 38N, RNG 2E forms the area's western boundary. There are approximately 154 acres currently zoned Rural (R5A), allowing one dwelling unit per five acres. The area is generally rolling hills with some hummock and swale terrain towards the interior portion of the parcels. Predominant slopes are 3-5% with a small area of 8-10% slope.

The area is presently used for cattle grazing and hay crops. Several single family dwellings are located adjacent to Kope Road. Although Bellingham has the capacity to provide sewer and water services, the area may be costly to serve. Existing sewer lines terminate at the Airport Terminal approximately 5500 feet from this area. Bellingham's water reservoir, provides water to the Curtis Road Industrial area, Water District #7, and the Lummi Indian Reservation, and is located approximately 900 feet to the west of this area. Natural gas is available on-site via Cascade Gas trunk line that crosses the site. Some of the area is within the Approach Protection Zone and the Runway Protection Zone of the Airport. Rail access to the Burlington Northern Railroad is approximately 3000 feet west of the site at Curtis Road.

Issues affecting urban development in the area include: 1) Proximity to Ferndale City limits, and Ferndale's projected Urban Growth Area; 2) GMA mandate and the County-wide Planning Policy recommending open space between communities; 3) adequacy of Bellingham's industrial land supply; 4) ability to provide sewer and water services; 5) access and internal circulation; 6) protection of wetlands and open space; 7) need for adequate drainage; adequacy of buffers separating industrial uses from residential areas; and 8) visual impression from the freeway at this entrance to Bellingham and Ferndale.

RECOMMENDATION

Include this area in Bellingham's Urban Growth Area. Rezone to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned; uses limited to those in the County's Light Impact Industrial zone. Consideration should be given to road access, internal circulation, wetland protection, sewer and water services, buffers from residential areas, drainage, open space, and site design.

MAP4B: PACIFIC HIGHWAY NORTH **(INDUSTRIAL/COMMERCIAL AREA)**

This planning area comprises approximately 415 acres located generally between Interstate-5 on the west and Northwest Drive on the east. Slater Road forms the northern boundary and Stuart Road (unimproved) forms the area's southern boundary. This area is part of a larger area reviewed in the City's Supplemental EIS, and is identified as SEIS Area #3 - Thomas Road/Northwest Drive Expansion. The area is relatively flat with rolling topography characteristic of the glaciomarine drift plain north of the City. Approximately 190 acres of this planning area contain pasture land, about 105 acres of cleared land and about 20 acres of developed property. Wetlands comprise about 70 acres of the total area. The central wetland is crossed by the western tributary drainage to Bear Creek.

This area lies within the Silver Creek watershed, and within the Bear Creek subbasin of this system. The Bear Creek subbasin includes most of the area bounded by Slater Road on the north, Bakerview Road on the south, Interstate-5 on the west and Aldrich Road on the East. Three tributary drainages and the main stem of Bear Creek cross this area. The entire area contains about 70 acres of NWI identified wetlands. The largest contiguous wetland is about 30 acres in size and located north of Thomas Road along the west tributary drainage to Bear Creek. This wetland is made up primarily of forested and emergent wetlands.

Most of the area is presently zoned Rural Five Acre (R5A), (allowing one dwelling unit per five acres) is undeveloped woodlands and scrub. Residential and agricultural uses are located adjacent to Northwest Drive and Slater Road. About 30 acres located adjacent to Pacific Highway and south of Slater Road is zoned General Commercial (GC), and developed with commercial uses including: a service station, manufactured homes sales lot, sign company, publisher, antique mall and a used car sales business.

This area has frontage on roads that are part of the County's primary regional road network, including Slater Road, Pacific Highway, and Northwest Drive. Interstate-5 indirectly serves this area. Proposed industrial development will find access from Pacific Highway and Northwest Drive.

AREA 1 **(SEIS Industrial Expansion Area #3)**

This area located adjacent to Pacific Highway and south of Slater Road is approximately 30 acres. It is currently zoned General Commercial (GC), and developed with commercial uses including: a service station, manufactured homes sales lot, sign company, publisher, antique mall and a used car sales business. Access is from Pacific Highway and Slater Road.

Issues affecting development in this area include: 1) protection of Bear Creek, its tributary, wetlands and open space areas; 2) road improvements, access, and internal circulation; 3) adequate drainage; 4) visual impact from the freeway, 5) enforcement of existing County design and landscape standards.

RECOMMENDATION

Include this area in Bellingham's Urban Growth Area. Retain the General Commercial designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Commercial Planned. Consideration should be given to road access, internal circulation, wetland protection, sewer and water services, drainage, open space, and site design.

AREA 2 (Proposed Expansion Area)

This area is located east of Interstate-5 and next to Pacific Highway, generally between Stuart Road (unimproved) on the south and Horton Road (platted) on the north. Comprising approximately 63 acres, the majority of the property is currently zoned Light Impact Industrial. Two acres on the south is zoned Rural (R2A). Pacific Highway links this industrial area with the General Commercial area to the north at the Slater Road and I-5 Interchange and the West Bakerview/I-5 Intersection to the south. Presently a City water line extends along Pacific Highway to Thomas Road which serves the Olivine Solid Waste facility. Currently on site septic systems provide for sewage disposal.

Issues affecting development in this area include: 1) protection of Bear Creek, its tributary, wetlands and open space areas; 2) road improvements, access, and internal circulation; 3) adequate drainage; 4) visual impact from the freeway, 5) enforcement of existing County design and landscape standards for industrial development.

RECOMMENDATION

Include this area in Bellingham's Urban Growth Area. Retain the Light Impact Industrial designation; rezone the R2A area to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned. Uses should be those allowed in Whatcom County's Light Impact Industrial designation as of 1996. Consideration should be given to road access, internal circulation, wetland protection, sewer and water services, drainage, open space, and site design.

AREA 3A (SEIS Industrial Expansion Area #3)

This area is located east of Interstate-5 adjacent to Pacific Highway and extends from Stuart Road north to Waldron Road (unimproved) and east to Northwest Road. The area comprises approximately 252 acres and is currently zoned Rural (R5A) allowing one dwelling unit per five acres. Pacific Highway links the industrial area with the General Commercial area to the north at the Slater Road/I-5 Interchange and the West Bakerview/I-5 Intersection to the south. Northwest Drive forms the eastern boundary of the area.

Presently a City water line extends along Pacific Highway to Thomas Road which serves the Olivine Solid Waste facility. On-site septic systems provide for sewage disposal.

The area is generally flat with some hummock and swale terrain towards the interior portion of the parcels. Part of Bear Creek, a tributary of Silver Creek, traverses the area. Wetlands associated with Bear Creek and located toward the interior portion of the area should be protected. The area is characterized by a mix of industrial uses, single family development, and a church site.

This area is part of a larger area reviewed in the City's Supplemental EIS, and is identified as SEIS Area #3 - Thomas Road/Northwest Drive Expansion.

Issues affecting development in the area include: 1) road improvement, access, and internal circulation; 2) enforcement of existing design and landscape standards for the Light Impact Industrial zone; 3) protection of wetlands and open space; 4) drainage; 5) buffers separating industrial activities from residential areas; and 6) visual impression from the freeway at this entrance to Bellingham.

RECOMMENDATION

Include this area in Bellingham's Urban Growth Area and rezone to Light Impact Industrial;

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, with uses limited to those in the County's Light Impact Industrial zone. Consideration should be given to road improvements, access, internal circulation, wetland protection, buffers separating industrial activities from residential areas, drainage, open space, sewer and water services, and site design particularly for those parcels with visibility from Interstate-5.

AREA 3B (SEIS Industrial Expansion Area #3)

This area is located east of Interstate-5, generally between Waldron Road (unimproved) on the south and Slater Road on the north. Northwest Drive forms the eastern boundary. The area is relatively flat with rolling topography characteristic of the glaciomarine drift plain north of the City. Some of the area is in pasture land; other areas have been cleared for development. Wetlands are generally found near Northwest Drive, and along the western boundary with Area 1. The wetlands are made up primarily of forested and emergent wetlands.

The area is currently zoned Rural Five Acre (R5A), (allowing one dwelling unit per five acres) and is undeveloped woodlands and scrub. Residential and agricultural uses are located adjacent to Northwest Drive and Slater Road. Access is primarily from Slater Road and Northwest Drive.

Issues affecting development in the area include: 1) road improvement, access, and internal circulation; 2) enforcement of existing design and landscape standards for the Light Impact Industrial zone; 3) protection of wetlands and open space; 4) drainage; 5)

buffers separating industrial activities from residential areas; and 6) visual impression from the freeway at this entrance to Bellingham.

RECOMMENDATION

Include this area in Bellingham's Urban Growth Area and rezone to Light Impact Industrial;

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, with uses limited to those in the County's Light Impact Industrial zone. Consideration should be given to road improvements, access, internal circulation, wetland protection, buffers separating industrial activities from residential areas, drainage, open space, sewer and water services, and site design particularly for those parcels with visibility from Interstate-5.

MAP 5: CURTIS ROAD INDUSTRIAL AREA

This planning area comprises approximately 333 acres and is located adjacent to Bellingham International Airport on the west. It was zoned Select Light Manufacturing in 1973, and Light Impact Industrial in 1984. Industrial uses have been in the area for more than 20 years. Curtis Road bisects the area in the western part and a rail line forms the western boundary. Generally the area is rural and industrial in character with scattered single family residential development and several significant international businesses and industrial uses including: a boat building firm, an industrial storage area, and Canfor Wood Products. Area businesses currently employ over 100 people.

Many of the parcels in the area are large and would accommodate industrial buffer requirements. An operating rail spur serves the industrial users and vacant industrial properties. Approximately 30 acres are available within the Port of Bellingham Foreign Trade Zone to allow for duty free importing and exporting of goods for manufacturing and warehousing; and approximately 155 acres of industrial land is owned by the State of Washington Department of Natural Resources and designed for industrial activities.

Water District #2 provides water to the southwest portion of the area. The City of Bellingham has a 16 inch water transmission line serving the reservoir located adjacent to the northern portion of the area. A water line extends from the reservoir to serve the Lummi Reservation. Future water needs can be provided by the City of Bellingham. Sewer service from Bellingham does not currently exist, although options for an extension of service to the area are being explored.

Fire District #8 has a fire station located in the immediate vicinity on Curtis Road just north of the planning area. Although the District may not have sufficient apparatus to suppress large scale industrial fires in the area, it has a mutual aid agreement with the City of Bellingham and other fire districts to provide those services.

Arterial, secondary arterial, collector streets, or other all weather routes do not presently serve the area, although a designated major arterial, Country Lane is located approximately 1,400 feet to the south of the area. Curtis Road and Rural Avenue which serve this area, presently do not meet capacity standards for urban industrial uses. Some property owners of the area are exploring the possibility of creating a Road Improvement District (R.I.D.) to improve Curtis Road to an all weather road.

According to the Fish and Wildlife Service's National Wetland Inventory, significant wetland systems occupy a portion of this area. Many of the wetlands are associated with the Silver Creek drainage network and are largely forested. Standards addressing wetland

mitigation approaches and relationship between wetland resources and potential urban uses would need to be developed. Surface water drains to the Nooksack River, which is a salmon rearing habitat.

Issues affecting development of the area include: 1) Extension of sanitary sewer service to the area; 2) Lack of a direct route due to this area's location west of Bellingham International Airport runways results in delayed response time for fire emergency services;

3) Ability to provide urban levels of police protection would be similarly constrained; 4) Need to improve road systems to serve the area, and 5) wetland constraints.

Retaining the Light Impact Industrial designation is appropriate recognizing the historic commitment to industrial zoning, existing industrial development in the area, proximity to Bellingham International Airport and I-5 Corridor, the presence of good rail service, and the commitment on the part of area property owners to upgrade Curtis Road to all-weather standards to serve industrial development.

RECOMMENDATION

Retain the Light Impact Industrial designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned; uses should include permitted, accessory, and conditional uses listed in the County's Light Impact Industrial zone. Large scale commercial uses should not be allowed. Consideration should be given to road improvements, access, internal circulation, wetland protection, buffers from residential areas, open space, sewer and water services, and site design.

B. I-5/GUIDE MERIDIAN ANALYSIS AREA

The I-5/Guide Meridian Analysis Area comprises six neighborhood planning areas within Bellingham's Northern Urban Growth Area as identified below. The following section contains a description and map for each planning area. These larger areas are further divided into planning subareas which have a number of factors in common, including existing zoning, topography, land uses, infrastructure, service capacity, sensitive environmental areas, wetland systems, open space, stream corridors, and others. The neighborhood planning maps identify the neighborhood boundary, proposed subareas, existing Whatcom County zoning in brackets (), and proposed Whatcom County zoning. Special features of a planning area or vicinity may be identified. Upon annexation, city zoning would be comparable to County zoning.

Neighborhood Planning Areas:

MAP 6:	West Bakerview/I-5 Interchange Area
MAP 7:	I-5 Industrial Corridor
MAP 8:	Northwest/Aldrich Residential Area
MAP 9:	Cordata Mixed Use
MAP 10:	Guide Meridian Mixed Use Area
MAP 11:	East Guide High Density

Map 6: WEST BAKERVIEW/I-5 INTERCHANGE AREA

This planning area is located adjacent to the City limits and is a gateway to the City of Bellingham and the Airport. The area has four current zoning designations including: Tourist Commercial (TC), Light Impact Industrial (LII), General Commercial (GC) adjacent to Bennett Drive and north and south of Airport Drive, and Urban Residential Medium zone (URM18) allowing 18 dwelling units per acre for an area located generally between Maplewood and Interstate-5. Gateway Industrial (GI) zoning designation has been approved by Whatcom County for a portion of Area 3 west of Interstate 5 and east and west of Maplewood Avenue, pending execution of a concomitant agreement between the County and the property owner.

The planning area is generally flat, with a mixture of deciduous and coniferous trees. The area is characterized by single and multi family development, commercial, and light impact industrial uses including moving and storage facilities, construction company, service stations, and other small businesses. The City of Bellingham provides sewer and water to the area. Fire District #8 serves the area and has a fire station at the southwest corner of West Bakerview and Northwest Avenue.

Issues affecting development of the area include: 1) roadway improvements along West Bakerview Road, future widening of Interstate 5 and reconstruction of the Interchange with the West Bakerview, West Maplewood intersection; 2) potential for expansion of the Light Impact Industrial uses; 3) size of retail shop in the Gateway Industrial Zone; 4) need for landscaped buffers to protect residential areas from freeway and impacts associated with industrial and commercial uses; and 5) potential traffic conflicts at the intersection of West Bakerview and Bennett Drive from truck traffic turning onto Bennett Drive.

Changes in zoning may be appropriate to accommodate expansion of industrial development near the airport and to provide for appropriate scale of commercial development. Special consideration should be given to road improvements, access, internal circulation, the use of buffers and site planning to protect residential developments from industrial and commercial activities.

AREA 1

This area is located west of Interstate 5, comprises approximately 59 acres and is currently zoned Tourist Commercial and Light Impact Industrial. Some uses include smaller businesses adjacent to I-5, including an antique/pawn shop, private club, several motels and single family dwellings. Much of the area has been cleared for development. Some vacant and underdeveloped parcels are adjacent to Interstate-5. The terrain is generally flat, with some forest cover towards the back portions of the parcels. Questions have been raised regarding the overabundance of Tourist Commercial land in this location with its limited uses and types of development. Given its proximity to light impact industrial areas to the north and west, and to Bellis Fair Mall, and other commercial areas to the east, this area may be more appropriately zoned for a mix of industrial and commercial uses. Other factors which make this area appropriate for industrial and commercial uses include: its topography, easy access to Interstate-5 and the airport, proximity to higher density residential neighborhoods and work force, and a recognized need for additional industrial

land unaffected by wetlands.

Issues affecting future development in the area include: 1.) improvement of West Bakerview interchange; 2) access and internal circulation; 3.) protection of wetlands and open space. Special consideration should be given to road improvements, access, internal circulation, sewer and water service, drainage, and buffers separating industrial and commercial uses from residential areas, and site design. This area serves as a gateway to the City of Bellingham and the airport.

RECOMMENDATION

Rezone the area to Gateway Industrial, allowing a maximum of 10,000 square feet per retail shop.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for Gateway Industrial is Industrial, Planned, Mixed. Because of the area's strategic position adjacent to Interstate-5 and proximity to Bellingham's International Airport, consideration should be given to road improvements, access, internal circulation, wetland protection, sewer and water services, site design, and size of retail development. Retail shop size should be limited to 10,000 square feet.

AREA 2

The area is located to the southeast of the airport between the industrial area and Interstate-5 and comprises approximately 21 acres. It is currently zoned General Commercial and Light Impact Industrial. The area north of Airport Road has a service station, storage facility, single family dwelling, and several vacant lots. The southern portion has a vehicle repair shop, several single family dwellings, and some vacant lots. The need for a General Commercial designation in this location has been questioned because of the proximity to the Bellis Fair Regional Mall, adjacent commercial uses along the Guide Meridian and Cordata Parkway, and the area along West Bakerview Road where the potential for additional commercial development already exists. The Gateway Industrial designation allows the expansion of existing industrial uses in this area, permits clean industrial uses, and allows for development of commercial uses designed to serve the airport, industrial users, adjacent residential areas, and the traveling public. Special consideration should be given to road improvements, access, interior circulation, protection of wet areas, buffers separating industrial activities and impacts of commercial uses from residential areas, size of retail development, and site design.

Issues affecting future development in the area include: 1) improvement of Bakerview interchange; 2) access and internal circulation; 3) protection of wetlands and open space. Special consideration should be given to road improvements, access, internal circulation, sewer and water service, drainage, and buffers separating industrial and commercial uses from residential areas, and site design. This area serves as a gateway to the City of Bellingham and the airport.

RECOMMENDATION

Rezone the area to Gateway Industrial, allowing a maximum of 10,000 square feet per retail shop.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for Gateway Industrial is Industrial, Planned, Mixed. Because of the area's strategic position adjacent to Interstate-5, the Bennett Drive truck route, and proximity to Bellingham's International Airport, consideration should be given to road improvements, access, internal circulation, buffers separating industrial and commercial uses from residential areas, wetland protection, and sewer and water services, commercial development should be limited to 10,000 square feet per retail shop, and site design.

AREA 3

This area is situated west of Interstate-5 and south of West Bakerview Road. Its western boundary is Bennett Drive. West Maplewood Road bisects the area. The area comprises approximately 41 acres and is currently zoned Gateway Industrial and Urban Residential Medium, (URM18). The area is characterized by large wooded lots which are relatively free from wet areas and are currently vacant. Several single family dwellings remain in the area. City sewer and water facilities are adjacent to the site. The area's proximity to Interstate 5, Bellingham International Airport, and residential neighborhoods to the south makes this an appropriate area for a mix of industrial and commercial uses.

Whatcom County Council approved a rezone for the Tourist Commercial portion of this area to Gateway Industrial in December 1994 pending execution of a concomitant agreement between Whatcom County and the property owner. The Urban Residential Medium (URM18) portion of Area 4 was not rezoned to Gateway. The Gateway Industrial designation provides flexibility of uses including all allowed uses in the Tourist Commercial zone, office uses, motels, hotels, and provision for industrial and commercial development.

Consideration should be given to improvements to West Bakerview Interchange, West Maplewood, and the intersection of these two roads, access, internal circulation, and sewer and water services. One hundred foot buffers separating industrial and commercial uses from adjacent residential development has been identified as a necessary component of site design where large scale industrial or commercial development is contemplated.

RECOMMENDATION

Retain the Gateway Industrial designation, allowing a maximum of 35,000 sq. ft. per retail shop. Upon annexation, retail shop size in the area north of Barns Road, between Maplewood and Interstate-5 may be considered for increased size above 35,000 sq. ft. Require a one hundred foot buffer as part of site planning for major commercial or industrial development in the area adjacent to residentially zoned areas.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned, Mixed. Because of the area's strategic position adjacent to Interstate-5 and proximity to Bellingham's International Airport, consideration should be given to road improvements, access, internal circulation, buffers to protect residential areas from impacts of non-residential uses and traffic, wetland protection, and sewer and water services, site design, and size of retail development.

AREA 4

This area is located adjacent to the City limits and west of Interstate-5. It comprises approximately 14 acres and is currently zoned Urban Residential Medium (URM18) eighteen dwellings units per acre. West Maplewood Avenue bisects the southwest portion of the area. The terrain is generally flat with some forest covered lots. Some wet areas have been identified in the area. Several new multi-family complexes have been constructed in the past few years on both sides of West Maplewood. Because of its proximity to employment centers, commercial areas, and easy access to Interstate 5, the area is appropriate for a mix of densities. Special consideration should be given to access from residential streets, site design, buffers from I-5 and industrial uses, drainage and signage at the West Bakerview/I-5 Interchange. A minimum density of 12 units/acre should be required to provide efficient use of the available land.

RECOMMENDATION

Retain the Urban Residential Medium (URM18) designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for the URM18 designation is Residential Multi, Planned, 2,400 sq. ft. per unit. Special consideration should be given to lot consolidation, improvements to West Maplewood, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Neighborhood commercial and/or industrial development should be considered through the planned designation process after a required neighborhood meeting.

Map 7: I-5 INDUSTRIAL CORRIDOR

This planning area is located adjacent to Interstate-5 and comprises approximately 114 acres. Approximately 94 acres are currently zoned Light Impact Industrial (LII) and about 20 acres zoned Urban Residential (UR4) four units to the acre. The terrain ranges from generally flat to hummock and swale with forest cover and has some wetlands associated with the Bear Creek tributaries which may limit development options. The area is characterized by some industrial uses including Swans Moving and Storage and Impero Construction, other small businesses, and some single family residential development. Several unimproved roadways, including Stuart Road, June Road, and Division Road with access from Pacific Highway could provide access to the interior portions of the area. Pacific Highway links this industrial area with the General Commercial area at the Slater Road/I-5 Interchange to the north and the West Bakerview I-5 Intersection to the south.

Issues affecting development in this area include: 1) protection of Bear Creek, its tributaries, wetlands and open space areas; 2) road improvements, access, and internal circulation; 3) adequate drainage; 4) visual impact from the freeway, 5) enforcement of existing County design and landscape standards; and 6.) buffers separating industrial uses from residential development.

AREA 1

The area is the entire planning area as described above. Because of existing development, proximity to Interstate-5, the General Commercial area to the north, the West Bakerview Interchange to the south, and access to Bellingham International Airport to the south, this area is appropriate for industrial development. Uses should be those allowed in the LII zone.

RECOMMENDATION

Retain the Light Impact Industrial zone; rezone the Urban Residential (UR4) to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned with uses limited to those allowed in the LII zone. Special consideration should be given to road improvements to Pacific Highway and West Bakerview Road, access, internal circulation, protection of wetlands, open space, drainage, buffers from adjacent residential areas, and site design.

Map 8: NORTHWEST/ALDRICH RESIDENTIAL AREA

This planning area is located north of the City limits and west of Cordata PUD, in the vicinity of Northwest Avenue and Aldrich Road. Larrabee Road links Northwest Avenue to Aldrich Road. The area is currently zoned Urban Residential (UR4) four dwelling units per acre and Rural Two Acres (R2A) allowing one dwelling unit per two acres. The area is characterized by scattered single family residential development along the major roadways. Some home occupations and small family businesses are along Northwest Avenue and Aldrich Road.

Physical features include a major tributary of Silver Creek, Bear Creek, which traverses the site and drains westward from the Cordata PUD to Northwest Road. At Northwest Avenue, Bear Creek has ditches and culverts; Bear Creek flows into Silver Creek near I-5, where Silver Creek again has a culvert. A number of wetlands and associated systems are concentrated between Northwest Road and Interstate 5 and may constrain development of the area.

Roads serving the area include: Northwest Avenue, Aldrich, Larrabee, and June Roads. Division and Stuart Roads (unimproved) can provide access when development occurs. West Bakerview Road provides access from the south. Some of the area is served by City water. Fire District #8 and Whatcom County Sheriffs Department provide fire and law enforcement services to the area.

Issues affecting development in the area include: 1) protection of the Bear Creek corridor and associated wetland systems; 2) road improvements on Northwest Avenue and Aldrich Road, access, and internal circulation; 3) potential for increased residential density adjacent to the City limits; and 4) provision of sewer and water services, and septic failures as a result of unsuitable soils in the area. Regulatory measures such as performance standards, development regulations, stream and wetland setbacks, and site design standards, access off residential streets and others should be considered in conjunction with any increased density approved for this area.

AREA 1

This area is situated north of West Bakerview Road in the vicinity of Northwest Avenue and Aldrich Road and the City limits. Larrabee Road and Stuart Road (unimproved) form the northern boundary. This area comprises approximately 140 acres and is currently zoned Urban Residential (UR4), allowing four units to the acre. The area is made up of smaller platted lots and some larger land holdings under the same ownership. The terrain is generally flat with some slopes in isolated areas towards the interior portions of the lots. Most lots have forest cover with some wetland areas associated with Bear Creek and its tributaries. Single family residential development is adjacent to the roadways along Northwest Avenue, Aldrich, and Larrabee Roads. Some home occupations, and small family businesses are on these roadways. Because of its proximity to employment centers, commercial areas, and major transportation systems, a mix of housing types including both single and multi residential development, with a range of densities, may be appropriate for this planning area.

Issues affecting development in this area include: 1) improvement of Northwest Road

and Aldrich Road; 2) access from residential streets, and internal circulation; 3) protection of Bear Creek and associated wetlands and open space; 4) adequate drainage; and 5) site design. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, protection of Bear Creek and associated wetlands and open space, sewer and water services, preservation of wooded areas, and incorporation of natural features in site design.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq.ft. to 6,223 sq.ft. per dwelling unit for single family development. Parcels containing two or more acres are allowed to develop 25% of total units as multi family dwelling unit types. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held. The area is a receiving zone for Transfer of Development Rights (TDRs).

AREA 2 (Proposed Expansion Area)

This area is located adjacent to the City's existing Urban Service Area north of Bellingham in the vicinity of Northwest Avenue and Aldrich Road. Larrabee Road forms part of its southern boundary. The area comprises approximately 152 acres and is currently zoned Rural, one dwelling unit per two acres (R2A). The area is adjacent to that portion of the Cordata PUD south of Horton Road which was annexed to the City in 1992. Horton Road may be extended to this area at some time in the future.

Lying in the Silver Creek drainage, the area is characterized by hummock and swale terrain. The southwestern portion is traversed by Northwest Avenue and has some single family development on lots ranging in size from one half to five acres. The western-most portion is primarily pasture land, with some single-family on irregularly-shaped lots. Larger lots ranging in size from five to seven plus acres are located between Northwest Avenue and Aldrich Road. Some home occupations and commercial businesses are along Northwest and Aldrich Roads. Water is provided in part by the City of Bellingham and some individual wells. Fire protection services are provided by Fire District #8.

Issues affecting development in the area include: 1) road improvements, access, and internal circulation; 2) protection of Bear Creek and associated wetlands; 3) adequate drainage; 4) septic failures as a result of soil instability; 5) extension of sewer and water service; 6) existing development patterns and desire of some property owners to retain rural character of area; and 7) request by some property owners to be included in Bellingham's Urban Growth Area.

This area is adjacent to a major transportation corridor, Northwest Avenue, and near one of the City's rapidly growing areas adjacent to West Bakerview Road. Some pockets of urban development are already established. City ordinances and enforcement may provide greater protection of the Bear Creek corridor, Silver Creek tributaries and associated wetlands. Recognition of ownership pattern would allow Foxglove Fields to pursue development on the dry land portion of their ownership. The established residential area adjacent to Trout Lake Road and Twin Lake Drive should be preserved, retaining the more rural like character of the area.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX) with no access to urban development from Trout Lake Road. The established residential area adjacent to Trout Lake Road and Twin Lake Drive should be preserved, retaining the more rural like character of the area.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq.ft. to 6,223 sq.ft. per dwelling unit for single family development. Parcels containing two or more acres are allowed to develop 25% of total units as multi family dwelling unit types. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held. Portions of this area south and east of the Trout Lake Road and Twin Lake Road area may be appropriate for a receiving zone for Transfer of Development Rights (TDRs).

AREA 3 (SEIS Expansion Area #5)

This area is located west of Northwest, generally between Stuart Road (unimproved) and Division Road (unimproved). It is approximately 139 acres and is currently zoned Urban Residential (UR4) allowing 4 dwelling units per acre. The area was reviewed in the City's Supplemental EIS, and is identified as SEIS Area #5. The area is relatively flat with rolling topography. Approximately 137 acres are undeveloped woodlands. The remaining two acres are developed with a single family residence. The area has some frontage on Northwest Drive.

This area lies within the Silver Creek watershed and also within the Bear Creek subbasin of the system. The Bear Creek subbasin includes most of the area bounded by Slater Road on the north, Bakerview Road on the south, Interstate-5 on the west and Aldrich Road on the East. The mainstem of Bear Creek crosses this area. Substantial wetland systems are associated with Bear Creek and its tributary. These wetland areas are made up primarily of forested and emergent wetlands. According to the City Wetland Inventory, approximately 45 acres are in wetlands.

Issues affecting development in the area include: 1) protection of the Bear Creek

corridor and associated wetland systems; 2) road improvements on Northwest Drive, access, and internal circulation; 3) potential for increased residential density; and 4) provision of sewer and water services. Regulatory measures such as performance standards, development regulations, stream and wetland setbacks, and site design standards, access off residential streets should be considered in conjunction with any increased density approved for this area.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX)

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq. Ft. per dwelling unit for single family development. Parcels containing two or more acres are allowed to develop 25% of total units as multi family dwelling unit types. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, cluster development, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development should be considered through the conditional use process after a required neighborhood meeting has been held. Some portions of the area may be appropriate for Transfer of Development Rights (TDRs)

Map 9: CORDATA MIXED USE

This area is located north of Horton Road and the City limits and is referred to as Cordata Business Park, Planned Unit Development, (PUD) Stage 2. The area comprises approximately 282 acres and includes residential and industrial land uses. Roadways, utilities, open space and wetland protection and off site improvements are addressed in the Cordata Master Plan, Conditions, and Protective Covenants. This area is scheduled for annexation to the City of Bellingham in 1997. Cordata Parkway is proposed to traverse the site and connect with an east/west connector from Slater Road to Guide Meridian. A primary issues affecting development in this area includes the enforcement of existing policies and regulations of the Planned Unit Development prior to annexation to the City.

RECOMMENDATION

Retain the existing zoning and any amended zoning as described in the Cordata Master Plan and implemented through the Plan and Planned Unit Development ordinance.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning would include Planned Residential Multi and Industrial designations, and adoption of the Cordata Business Park Master Plan and all associated implementing regulations and site design standards.

A proposed amendment to the Cordata PUD currently allows residential development up to 1900 residential units. Since the amendment is approved, the City will adopt the amended Master Plan and all implementing regulations and site design standards.

Map 10: GUIDE MERIDIAN MIXED USE AREA

The planning Area is located adjacent to the City limits on the north and includes property on both sides of Guide Meridian. The area is currently zoned Light Impact Industrial, Rural Five Acres and Rural Ten Acres. The topography is generally flat to gentle, rolling hills with forest cover adjacent to the Spring Creek tributary west of Guide Meridian. Spring Creek traverses the eastern boundary of the planning area. Some single family residential development is located along Guide Meridian. Several industrial and commercial uses are located closer to the City limits. Some parcels are vacant and cleared for development. Roads serving the planning area include: Guide Meridian, (SR 539), Kellogg Road, Horton Road, Van Wyck, and Stuart Road. Deer Creek Water Association provides water to properties as far south as Horton Road east of Guide Meridian. Whatcom County Fire District #4 serves the area east of Guide Meridian and Fire District #8 serves the west portion. City sewer and water service is available to the area.

Issues affecting development of the area include: 1) the need for road improvements and the anticipated widening of Guide Meridian north of Horton Road; 2) increased traffic and congestion along Guide Meridian, access and internal circulation; 3) impact from the future Slater/Kline Connector through the area; 4) protection of the Spring Creek corridor and related wetlands and open space areas; 5) provision of a more regular northern boundary to Bellingham's Urban Growth Area; and 6) appropriate zoning for the area. Whatcom County's 1985 Guide Meridian Management Plan is presently under study. The results of that study will reflect changed conditions along Guide Meridian and indicate the need for some changes in the Plan, including the need for design standards and performance driven zoning along some parts of Guide Meridian in the Subarea.

AREA 1

This area is located adjacent to the City limits and includes property on both sides of Guide Meridian. It comprises approximately 120 acres and is currently zoned Light Impact Industrial (LII). Some scattered single family development, small business and industrial uses are adjacent Guide Meridian. Portions of the area are forest covered adjacent to the Spring Creek corridor. Some areas have been cleared for development. Roads serving the area include Guide Meridian, Horton, Stuart, Van Wyck, and Waldron Roads. The 1985 Guide Meridian Improvement Plan will be updated to reflect changing conditions along Guide Meridian. A north/south arterial and access road on the east side of Meridian would help to alleviate traffic congestion. An extension north from Kellogg would provide access to interior parcels. Access should be limited along Guide Meridian.

Issues affecting development of the area include: 1) traffic congestion, access, internal circulation, and the need for an arterial and access road east of Guide Meridian at the time of development to help alleviate congestion on Guide Meridian; 2) extension of urban services; 3) protection of the Spring Creek corridor and associated wetlands and open spaces; and 4) impacts on traffic flow and access caused by strip commercial development.

Questions have been raised regarding the appropriateness of the Light Impact Industrial designation for the majority of the area, given the adjacent low density residential uses to

the east. A mix of residential development with limited access to Guide Meridian and light impact industrial and commercial uses may be more appropriate in this area. This mixed use area would provide a transition to an area of primarily industrial uses generally north of Horton Road, recognizing the Slater/Kline connector as a truck access route for industrial development. The mixed use area also would permit people to live closer to their workplace and shopping areas if desired.

Special consideration should be given to road improvements, access, internal circulation, extension of sewer and water services, protection of the Spring Creek corridor and associated wetlands and open spaces, buffers from residential areas, drainage, and incorporation of natural features in site design.

RECOMMENDATION

Retain the Light Impact Industrial zone; Rezone the R5A to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned, Mixed, allowing commercial and residential uses through the Planned Review Process, recognizing a transition from commercial uses to the south to an emphasis on industrial uses to the north. Consideration should be given to road improvements, access, and internal circulation, extension of an east/west arterial and access road at the time of development, sewer and water service, buffers from residential areas, wetlands and open space, drainage, and incorporation of natural features in site design

AREA 2A (Proposed Expansion Area)

This proposed expansion area is located north and east of the existing City Urban Service Area and adjacent to rapidly expanding urban development. As recommended, the northern boundary would extend generally 800 feet north of Kline Road, west of Guide Meridian and about 600 feet north of Kline Road to the east of Guide Meridian. The area comprises approximately 131 acres currently zoned Rural Five Acres (R5A) and 21 acres zoned Rural Ten Acres (R10A). The topography is generally flat with gentle hummock and swale features and comprising cleared pasture land with pockets of forested, scrub and emergent wetlands. Spring Creek tributaries traverse the area. The area is characterized by scattered commercial development adjacent to Guide Meridian, single family dwelling units on parcels ranging in size from two to ten acres, and vacant land cleared for development.

Roads serving the area include Guide Meridian, Waldron, and Kline Road. Fire District #8 provides fire protection to the west of Guide Meridian and Fire District #4 serves the area to the east of Guide Meridian. Deer Creek Water Association has connections along Guide Meridian to Horton Road.

Issues affecting development of the area include: 1) appropriate designation to recognize existing industrial and small scale commercial development along Guide Meridian; 2) need for road improvements, including widening of Guide Meridian, access,

and internal circulation, and 3) the need for a north/south connector east of Guide Meridian, to improve traffic circulation; 4) appropriate zoning for properties adjacent to a major transportation corridor; 5) protection of wetlands associated with Spring Creek tributaries; and 6) need for improved drainage and sewer and water services. Because this area has some existing industrial and commercial development and is adjacent to Cordata Business Park, (PUD), Stage 2, which is scheduled for annexation to Bellingham in 1997, and because of the proposed east/west connector between Slater and Guide Meridian, this area may be appropriate for industrial development with some allowed commercial and residential uses.

RECOMMENDATION

Include this area in Bellingham's Final Urban Growth Area; Rezone the area to Light Impact Industrial, and discourage large scale urban commercial development.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned, Mixed, allowing some commercial and residential uses through the Planned Review Process. Consideration should be given to road improvements, access, and internal circulation, extension of a north/south connector to alleviate traffic on Guide Meridian and serve the area more efficiently, sewer and water services, buffers from residential development, protection of Spring Creek corridor and associated wetlands and open space, drainage and incorporation of natural features in site design.

AREA 2B (SEIS Industrial Expansion Area #2)

This proposed expansion area is approximately 80 acres located on both sides of the Guide Meridian generally between Kelly Road and Kline Road. The northern boundary would extend approximately 1100 feet north of Kelly Road, west of Guide meridian and about 1000 feet north of Kelly Road to the east of Guide Meridian. Current zoning in the area is Rural 5 Acres (R5A). Located at the upper end of the Spring Creek drainage, this area is within the Squalicum Creek watershed. The main stem of Spring Creek lies on the east side of Guide Meridian and to the east of this area.

Approximately 20 acres of the area are wetlands or about 25 % of the area. The largest contiguous wetland is a shrub-scrub wetland east of Guide Meridian and south of the northern boundary of this area. The open water wetland is a small farm pond north of Kelly Road and east of Guide Meridian. The area contains about 30 acres of pasture, 25 acres of woodlands and 25 acres of developed land. Commercial uses are along Guide Meridian and include retail lumber and hardware, lawn and garden equipment retailer, and a bread distributor warehouse set back from Guide Meridian off the Kelly Road.

Roads serving the area include Guide Meridian and Kelly Road. Fire District #8 provides fire protection to the west of Guide Meridian and Fire District #4 serves the area to the east of Guide Meridian. Deer Creek Water Association has connections along Guide Meridian to Horton Road.

Issues affecting development of the area include: 1) appropriate designation to recognize existing industrial and small scale commercial development along Guide Meridian; 2) need for road improvements, including widening of Guide Meridian, access, and internal circulation, and 3) the need for a north/south connector east of Guide Meridian, to improve traffic circulation; 4) appropriate zoning for properties adjacent to a major transportation corridor; 5) protection of wetlands associated with Spring Creek tributaries; 6) need for improved drainage; and 7) provision of sewer and water services to the area.

RECOMMENDATION

Include this area in Bellingham's Northern Urban Growth Area; Rezone the area to Light Impact Industrial, and discourage large scale urban commercial development.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial, Planned, Mixed, allowing some commercial and residential uses through the Planned Review Process. Consideration should be given to road improvements, access, and internal circulation, extension of a north/south connector to alleviate traffic on Guide Meridian and serve the area more efficiently, sewer and water services, buffers from residential development, protection of Spring Creek corridor and associated wetlands and open space, drainage and incorporation of natural features in site design.

Map 11: EAST GUIDE HIGH DENSITY RESIDENTIAL AREA

This planning area is located adjacent to the City limits on the northeast and is currently zoned Urban Residential Medium (URM18) 18 dwelling units per acre. The terrain is generally flat to rolling hills with some slopes ranging up to 15%. Much of the area is forest covered with wet areas associated with the Spring Creek corridor. The area is sparsely developed with some single family dwelling units along Kellogg Road, Prince Avenue, and East Bakerview Road. Spring Creek Apartments is located on Kellogg Road west of this area within the City. East Bakerview Road is the southern boundary of this area and is the only east/west road extending through the planning area. Spring Creek drains the area and will require protection as development occurs.

Issues affecting development in this area include: 1) increased traffic volumes and congestion; 2) the need to alleviate traffic on Guide Meridian and serve the area more efficiently; 3) a north/south connector east of Guide Meridian between East Bakerview, Kellogg Road, and areas to the north. An extension of Kellogg Road through the Calvary Temple property (east of the planning area) east to James Street would also reduce traffic impacts on East Bakerview Road and Guide Meridian. Other issues affecting development include: 4) road improvements, access, and internal circulation; 5) extension of sewer and water services; 6) adequate drainage, 7) protection of Spring Creek, associated wetland areas, and open space; 8) need for a park site to serve the residential area, trail identification; and 9) appropriate buffers, and incorporation of physical features in site design.

AREA 1

This area comprises approximately 77 acres and includes the existing Urban Residential Medium (URM18) zoning district as described above. The area is rural in character, with some single family development adjacent to Kellogg Road, Prince Avenue, and East Bakerview Road. The Spring Creek Apartments is located adjacent to Kellogg Road west of this area within the City. Because of its proximity to major employment centers, shopping areas, and transportation systems, this area should retain its existing zoning, URM 18 units per acre. A minimum of twelve units per acre should be required.

Issues affecting development in this area include: 1) road improvements; 2) access and interior circulation; 3) extension of an arterial along Cory Street (unimproved) to connect E. Bakerview Road on the south with Kellogg Road on the north; 4) extension of Kellogg Road through this planning area to link up with James Street on the east; 5) protection of the Spring Creek corridor and associated wetlands; 6) drainage; 7) buffers and open space; and 8) incorporation of physical features in site design.

RECOMMENDATION

Retain the Urban Residential Medium (URM18) zone.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Multi, Planned 2,500 square feet per unit. A minimum of 3,600 sq. ft. per unit should be required. Consideration should be given to improvements to East Bakerview Road, extension of a north/south arterial east of Guide Meridian as development occurs, access, internal circulation, protection of Spring Creek corridor and associated wetlands, open space, extension of sewer and water, drainage, identification of trail and a park site for the area, and incorporation of physical features in site design.

AREA 2 (Proposed Expansion Area)

This area is located north and east of the existing Urban Residential Medium (URM 18) zone and comprises approximately 21 acres. It is currently zoned Rural Five Acres (R5A). The northern parcel is divided by Bellingham's existing Urban Service Area boundary. A logical boundary extension is to include this parcel and the two five acre parcels directly south. The present Urban Service Area Boundary splits parcels and ownerships. This would not occur if these parcels were included in the Urban Growth Area. Development of this area would require the extension of Kellogg Road, and consideration of access, internal circulation, protection of sensitive areas, open space, drainage, and incorporation of natural features in site design.

Issues affecting development in this area include: 1) road improvements; 2) access and interior circulation; 3) extension of Kellogg Road through this planning area to link up with James Street on the east; 4) protection of the Spring Creek corridor and associated wetlands; 5) drainage; 6) buffers and open space; and 7) incorporation of physical features in site design.

RECOMMENDATION

Include this area in Bellingham's Final Urban Growth Area; Rezone the area to Urban Residential Medium, (URM18).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Multi, Planned 2,500 square feet per unit. A minimum of 3,600 sq. ft. per unit should be required. Consideration should be given to improvements to Kellogg Road, access, and internal circulation, protection of Spring Creek corridor and associated wetlands, open space, extension of sewer and water, drainage, identification of trail and a park site for the area, and incorporation of physical features in site design.

C. SQUALICUM CREEK ANALYSIS AREA

The Squalicum Creek Analysis Area comprises six neighborhood planning areas within Bellingham's Northern Urban Growth Area as identified below. The following section contains a description and map for each planning area. These larger areas are further divided into planning subareas which have a number of factors in common, including existing zoning, topography, land uses, infrastructure, service capacity, sensitive environmental areas, wetland systems, open space, stream corridors, and others. The neighborhood planning maps identify the neighborhood boundary, proposed subareas, existing Whatcom County zoning in brackets (), and proposed Whatcom County zoning. Special features of a planning area or vicinity may be identified. Upon annexation, comparable City zoning would apply.

Neighborhood Planning Areas:

MAP 12:	King Mountain Residential Area
MAP 13:	East Bakerview/James Residential Area
MAP 14:	Bakerview/Hannegan Industrial Area
MAP 15:	Dewey Valley Residential Area
MAP 16:	Britton/Baker Residential Area
MAP 17:	Britton/Hillsdale Residential Area

Map 12: KING MOUNTAIN RESIDENTIAL AREA **(Proposed Expansion Area)**

This planning area is situated in both the I-5/Guide Meridian and Squalicum Analysis Areas, and located generally between Bellingham's existing Urban Service Area boundary east of Guide Meridian and west of the King Mountain Rural Residential (RR2) zoning district. The area comprises approximately 229 acres and is currently zoned Rural Five Acres (R5A), Urban Residential (UR4), and Rural Residential (RR2). The area includes the top and most of the southern half of King Mountain. Topography varies widely; a relatively flat mountain top; steep, unstable (30 to 60 percent) southern slopes; more gradual southwestern slopes (15 to 30 percent); and gentle hummock and swale terrain at the base. This area includes tributaries that drain to the southwest to Baker Creek in the Squalicum Creek drainage.

The mountain top is occupied by radio and television towers, a single family home, and is traversed by two or three gravel roadways. A series of parcels form the northernmost portion of the area, but it has not yet been cleared for development; a gravel roadway provides access to this area. The southwest-facing slope of the mountain is occupied by single family development on lots ranging in size from less than one acre to one acre. The southeast slope is relatively undeveloped. The base of the mountain is sparsely occupied by single family development on lots from one to five acres. There are some vacant lots throughout the planning area.

In 1993, the City of Bellingham absorbed Water District #9 and provides water directly to the area. The water system is inadequate and will require upgrading prior to further development. On-site septic systems provide sewage disposal. Because there are soil limitations to septic disposal, extension of Bellingham's sewer disposal system is appropriate for this area. Fire protection is provided by Fire District #4.

Issues affecting development in this area include: 1) the need for expansion of Bellingham's Urban Service Area/Urban Growth Area; 2) protection of open space, and views; 3) the need for road improvements, access, and internal circulation; 4) possible extension of an east/west road from Guide Meridian to James Street; 5) provision of sewer and water services, and 6) adequacy of drainage facilities in the area.

AREA 1 **(Proposed Expansion Area)**

This area includes all of the area described above including the Calvary Temple property located adjacent to the existing Urban Service Area boundary on the south, and approximately five acres located within Bellingham's Urban Service Area. The area between the Calvary Temple property and the existing Urban Service Area boundary to the west is also included in this planning area. The entire area comprises approximately 229 acres and is currently zoned Rural Five Acres (R5A), one dwelling unit per acre, Rural Residential (RR2), two dwelling unit per acre, Urban Residential (UR4) four dwelling units per acre, and Rural (R5A), one dwelling unit per acre.

This area is within Bellingham's sphere of influence and adjoins a rapidly growing commercial area of the City. Increasing traffic volumes and congestion generated by Bellis

Fair and adjacent commercial areas along Guide Meridian impacts this area. Extension of Kellogg Road to James Street through this area would provide a much needed east/west connector. A park site is needed in this area to serve the growing residential development in the vicinity.

RECOMMENDATION

Include this area in Bellingham's Final Urban Growth Area; Rezone this area to Urban Residential Mixed (UR-MX).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq. ft. to 6,223 sq. ft. per dwelling unit for single family development. Parcels two acres or larger are allowed to develop 25% of allowed units as multi-family dwelling unit types. Special consideration should be given to road improvements on East Bakerview Road, Kellogg Road extended, and James Street; access and internal circulation; drainage; sewer and water services; open space, a park site, and incorporation of natural features in site design. Any neighborhood commercial development should be considered through the planned designation process after a required neighborhood meeting. This area can serve as a receiving zone for Transfer of Development Rights (TDRs).

Map 13: EAST BAKERVIEW/JAMES RESIDENTIAL AREA

This planning area is located in the vicinity of East Bakerview Road, James Street Road, and Telegraph Road. King and Queen Mountains lying, north of East Bakerview Road, form the visual backdrop for the area. The area comprises approximately 343 acres currently zoned Urban Residential Mixed Use (URMX). The terrain is generally flat to gentle and severe hummock and swale, and slopes in a southwesterly direction. This area has pastures, some dense forest cover, and wetlands to the south of Telegraph Road and along the Baker Creek corridor.

The area includes several important stream tributaries that drain southwest to Baker Creek, which flows into Squalicum Creek, which empties into Bellingham Bay. Most of these stream tributaries have carved ravines or gullies that should be protected to maintain slope stability and stream shading. These stream tributaries have good potential for future fish habitat once some downstream barriers have been removed. Adequate buffer widths from the streams and tributaries should be maintained or enhanced. Development or redevelopment of this area will require mitigation for water quality (treatment) and quantity (detention) to meet both City and County stormwater standards.

Roads serving the area include East Bakerview, Telegraph, and James Street Road. East Bakerview Road is an arterial and major truck route linking the Hannegan industrial area with Guide Meridian and Interstate-5. James Street Road is a collector linking East Bakerview and the King and Queen Mountain residential areas with Sunset Square shopping center and Interstate-5. Telegraph Road and James Street link the regional commercial area at Bellis Fair with Sunset Square and Mount Baker Highway. Whatcom Transit Authority has plans to increase service to this Area as residential development increases. Although this area has not been annexed, the City of Bellingham has assumed responsibility for capital improvements to roads in the East Bakerview/James Street area through an interlocal agreement with Whatcom County. According to City and County traffic counts recorded between 1984 and 2002, traffic volume on East Bakerview Road west of James Street Road has increased by 151% and by 137% east of James Street Road. East Bakerview Road does not currently have usable shoulders, bicycle lanes, curbs, gutters, or sidewalks. East Bakerview Road will need to be widened to four or five lanes between Deemer Road and Hannegan Road with bicycle lanes, curbs, gutters, and sidewalks as this area develops. Shoulder improvements, pedestrian and bicycle facilities are also needed on James Street Road and Telegraph Road.

Fire and police services are provided by Whatcom County Fire District #4 and the Sheriff's Department. The Telegraph Water Association and Water District #9 serving parts of this area and the King Mountain area to the north were assumed by the City of Bellingham in 1992. With the exception of seven parcels on Cammack Road, the entire western half of the East Bakerview / James Street Residential Area is served with City water. A 1.5-million gallon water storage reservoir on James Street Road provides fire flow and potable water to the East Bakerview /James Street area. The City of Bellingham has also extended sewer utility service zones to portions of the East Bakerview / James Street area.

The Bellingham School District (BSD) does not currently own any land or school facilities in the East Bakerview / James Street Residential Area. As the residential and school-age

population of this area increases in the future, there could be a need for school facilities in the north central portion of the UGA.

There are currently no public park lands or recreational facilities located in the East Bakerview / James Street Residential Area. The City of Bellingham owns 6 acres at the top of King Mountain, which is currently occupied by a single family house. It is anticipated that this area will be used as a passive use scenic viewpoint. The nearest park land or recreational facilities are located ½-mile south of the East Bakerview/James Street Residential Area at Sunset Pond. There is a need for a centrally located park in the East Bakerview/James Street Area. Trails shall be considered along the Baker Creek stream corridors, where possible to provide pedestrian connections and recreational opportunities.

Residential development ranges from low-density single family detached homes on large lots to high-density mobile homes on very small lots. Commercial development includes a chiropractic clinic, two agricultural nurseries, an evergreen tree farm, and a mini-storage facility. There are also some home occupations, small businesses, a church and the Whatcom County Fire District # 4 fire station located in the area.

In 1997, when the Bellingham Urban Growth Area was established, the entire East Bakerview/ James Street Residential Area was rezoned to URMX. Whatcom County URMX zoning allows one dwelling unit per five acres if public sewer and water are not available. If public sewer and water are available, then there is currently a minimum density requirement of four dwelling units per acre. Whatcom County has also designated the URMX zone as a receiving zone for the transfer of development rights out of the Lake Whatcom Watershed. Density bonuses, including the transfer of development rights, allow up to ten dwelling units per acre.

Issues affecting development of this area include: 1) Increased traffic on East Bakerview, Telegraph Road and James Street Road; 2) potential for higher density residential uses given the area's proximity to Bellis Fair and Sunset Square commercial areas and the Bakerview/Hannegan Industrial Area; 3) protection of Baker Creek, and associated wetlands; 4) a need for public sewer, water and drainage services as population increases and development occurs; and 5) provision of adequate parks and school facilities to serve additional residential development.

AREA 1

Area 1 is located adjacent to the City limits at McLeod Road on the south and extends east and west of James Street and north of East Bakerview Road, excluding a portion of City Utility Service Zones 219 and 228. The area comprises approximately 260 acres and is currently zoned Urban Residential -Mixed (URMX).

Because of its proximity to Bellingham's Sunset Square shopping center, the Guide Meridian commercial area and the Bakerview/Hannegan Industrial site, the area may be appropriate for a mix of housing types and a range of densities.

Road improvements, including sidewalks, planting strips, street trees, and marked bicycle lanes or unmarked usable shoulders shall be provided on Telegraph Road, East Bakerview, and James Street Road as development occurs. Smaller lot sizes will be able to respond to

environmental constraints such as wetlands and forested areas. Access should be from residential streets, and buffers, open space, and views should be considered in the site designs. The City Parks Department shall identify an appropriate location for a future community or regional park and work toward public purchase of land for this purpose or require in lieu payments or impact fees for park facilities from developers. A coordinated network of interior roads and pedestrian routes shall be planned to connect contiguous parcels.

RECOMMENDATION

Retain Urban Residential Mixed (UR-MX) zoning for Area 1, with a minimum density of 6 units per net acre and a maximum density of 10 units per gross acre with the purchase of development rights from the Lake Whatcom watershed. Multi-family development shall be limited to 25% of the housing units within a proposed project, and shall be subject to City of Bellingham Multi-family Residential Design standards.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq. ft. to 4,000 sq. ft. per dwelling unit for single family development. Twenty five percent of allowed units may be multi-family dwelling units. Special consideration should be given to road improvements, access, internal circulation, drainage, sewer and water services, protection of Baker Creek, its tributaries, and associated wetlands, open space, and incorporation of natural features in site design. Any neighborhood commercial development should be considered through the planned designation process after a required neighborhood meeting.

AREA 2

Area 2 includes approximately 80 acres on both sides of Telegraph Road between the Bellingham City Limits and James Street Road within approved City Utility Service Zone Extension Areas 219 and 228. This area is partially developed with older single-family homes on lots ranging from one-third acre to 20 acres. Most parcels are served by City water and on-site wastewater disposal systems. As part of the public input process for the Urban Fringe Subarea Plan update, a group of property owners in this area submitted a petition requesting a rezone to allow multi-family development at densities of 18 units per acre or higher. Because of its proximity to Bellingham's Sunset Square shopping center, the Guide Meridian commercial area and the Bakerview/ Hannegan Industrial site, the area may be appropriate for higher density single-family or multi-family housing.

A coordinated network of interior roads and pedestrian routes shall be planned to connect contiguous parcels without multiple access points to East Bakerview and Telegraph Roads.

Improvements to East Bakerview Road and Telegraph Road, including sidewalks, planting strips, street trees, and bicycle lanes or usable shoulders should be provided as development occurs. The City Parks Department shall identify an appropriate location for a future community or regional park and network of trails and work toward public purchase of land for this purpose or require in lieu payments or impact fees for park facilities from developers.

RECOMMENDATION

Retain current URMX zoning at this time, but designate the entire area for Provisional Rezone to URM-24 when all of the following occur:

- Property owner(s) shall prepare a site plan showing the design and layout of proposed lots, multi-family structures, road and pedestrian connections to adjacent parcels, and protected critical areas, buffers and open space.
- Property owner(s) shall purchase or transfer sufficient development rights from the Lake Whatcom Watershed to achieve the requested density increase, based on the TDR ratios established in the Whatcom County Code.
- Property owners shall comply with City of Bellingham development standards and any other conditions imposed by the City of Bellingham through approved Utility Service Zone Extension Agreements.
- Property owners shall apply to the County for a site-specific rezone pursuant to Chapter 20.90 WCC in conjunction with submittal of a subdivision or binding site plan application for the subject parcel or parcels.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Multi, Planned 1,800 sq. ft. per unit. Minimum net density shall be 12 units per acre. Special consideration should be given to lot aggregation, road improvements, access, internal circulation, drainage, sewer and water services, preservation of wooded areas, incorporation of natural features in site design. Any neighborhood commercial development shall be considered through the planned designation process after a required neighborhood meeting. Bellingham's wetlands, clearing, landscaping, street standards, multi-family residential design standards and impact fee ordinances shall apply to all development in the Bellingham Urban Growth Area.

MAP 14: BAKERVIEW/HANNEGAN INDUSTRIAL AREA

This area is located adjacent to the City limits in the vicinity of East Bakerview Road and Hannegan Road and is approximately 614 acres. Three zoning designations currently comprise this area: General Manufacturing, Light Impact Industrial, and General Commercial. Both Baker and Squalicum Creeks traverse the area. A portion of the area adjacent to Squalicum creek lies within the 100 year flood plain and is topographically isolated. This area has some wetlands associated with the Squalicum Creek corridor, and high yield aquifer underlies a portion of the area around East Bakerview. A tributary of Baker Creek extends through the General Manufacturing area and forms the northwest boundary for much of the area.

In 1994, the City of Bellingham assumed responsibility, at the request of Water District #16 for providing water to customers formerly served by that district. Fire protection services are provided by Fire District #4. A Cascade Natural Gas pipeline traverses Areas 2A and 2B in an east/west alignment, and a transmission oil pipeline easement extends in a north/south alignment through the two areas. Roads serving the area include East Bakerview and Hannegan, both designated truck routes, and Irongate Road providing access to the Irongate Industrial Park. The area is dominated by industrial uses and some vacant land.

Issues affecting development of the area include: 1) the potential need for expanded industrial land in the area; 2) protection of Squalicum Creek and Baker Creek; 3) buffers separating industrial activities from residential development; 4) extension of sewer and water services; 5) drainage; 6) road improvements; and 7) access and internal circulation.

AREA 1

This area is identified as the Irongate Industrial Park and is located south of East Bakerview Road with access at Irongate Road. It comprises approximately 54 acres and is currently zoned Light Impact Industrial. The area is dominated by industrial uses and is cleared for additional industrial development. Special consideration should be given to buffers from residential areas and protection of Baker Creek and its tributaries.

Issues affecting development in the area include: 1) expansion of industrial land in the vicinity; 2) proximity of residential development to industrial uses; 3) protection of the Baker Creek corridor, and associated wetlands; 4) drainage; 5) buffers separating residential areas from industrial uses; 6) road improvements; 7) access, and internal circulation.

RECOMMENDATION

Retain existing Light Impact Industrial zone.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, uses limited to those in the Light Impact Industrial zone. Consideration should be given to protection of Baker Creek along the western boundary, road improvements along East Bakerview Road, access from Irongate Road, internal circulation, extension of sewer and water, drainage, and buffers from

residential areas.

AREA 1A

This area is located north of East Bakerview Road abutting the General Manufacturing zone. The area comprises approximately 32 acres and is currently zoned Urban Residential, UR4, four units to the acre. Baker Creek forms the southern boundary of the planning area. Queen Mountain on the north forms a backdrop for the area. The area is generally rural in character with several single family residential dwelling units scattered along the hillside and adjacent to East Bakerview Road. The terrain is generally flat to rolling hills sloping toward the south.

Issues affecting development in the area include: 1) expansion of industrial land in the vicinity; 2) proximity of residential development to the heavy impact industrial uses of the General Manufacturing zone; 3) protection of the Baker Creek corridor, and associated wetlands; 4) drainage; 5) road improvements, access and internal circulation; 6) buffers from residential areas; and 7) extension of sewer and water services.

Several factors make this an appropriate area for industrial expansion, including: proximity to the existing industrial area to the south and east; larger parcels providing for better site design options; existing services in the area; access to major highways and truck routes; and interest from some property owners in the Light Impact Industrial designation. Special consideration should be given to sensitive site design for development along Baker Creek to ensure protection of the stream corridor; and provide for buffers to avoid industrial impacts on the residential areas to the west and north. Access should be designated to separate industrial and residential areas and their associated traffic.

RECOMMENDATION

Rezone the area to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning for the Light Impact Industrial is Industrial Planned, uses limited to Whatcom County's Light Impact Industrial zone. Consideration should be given to improvements on East Bakerview Road, access, internal circulation, extension of sewer and water, drainage, buffers, and site design.

AREA 1B

This area is located south of East Bakerview Road adjacent to the Light Impact Industrial zone on the south and east. The area includes approximately 7 acres and is currently zoned Urban Residential, UR4, four units to the acre. Baker Creek forms its northern boundary. The terrain is generally flat along the roadway with gentle rolling hills sloping toward the Baker Creek ravine.

Issues affecting development of the area include: 1) expansion of industrial land in this vicinity; 2) proximity of residential land to industrial uses of the Light Impact Industrial Area; 3) protection of Baker Creek corridor; 4) a need for adequate drainage; and 5) provision of

buffers to avoid industrial impacts on residential areas to the west; and 6) interest by some property owners for the expansion of industrial land in this vicinity.

Those parcels separated by Baker Creek may be appropriate for light impact industrial development. With Baker Creek forming the northern boundary of this area and its adjacency to industrial land, the back portions of these lots are appropriate for light industrial development for several reasons: proximity to the existing Light Impact Industrial zone; existing services; access to major highways and truck routes; and request of some property owners. Special consideration should be given to development along Baker Creek; buffers from the residential areas; access from Iron Gate Road; and site design.

RECOMMENDATION

Rezone the area to Light Impact Industrial and require access to be taken from Iron Gate Road.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, uses limited to those in the Light Impact Industrial zone. Consideration should be given to protection of Baker Creek, road improvements along East Bakerview Road, access from Iron Gate Road, internal circulation, extension of sewer and water, drainage, buffers from residential areas, and incorporation of natural features in site design, and development setbacks.

AREA 2, 2A, 2B

Area 2 makes up the bulk of the Hannegan Industrial Area west of Hannegan Road. The area is located adjacent to the City limits in the vicinity of East Bakerview and Hannegan Roads and comprises approximately 200 acres. It is currently zoned General Manufacturing (GM). Industrial development dominates the western portion of Area 2; manufacturing operations are also present along the north side of East Bakerview and west of Hannegan Road, and along Hannegan in the Squalicum Creek valley close to the City limits.

Squalicum Creek bisects the GM area east of Hannegan Road. That portion lying between Hannegan Road and Squalicum Creek is identified for planning purposes as Area 2A. This area is approximately 43 acres and slopes southeast to Squalicum Creek. Presently, the area is rural in character with pasture land in the vicinity of East Bakerview Road. A Cascade natural gas pipeline traverses the area in an east/west alignment, and a transmission oil pipeline easement extends in a north/south alignment. Currently Western Washington University owns most of the northern half of Area 2A and is operating an environmental education facility. The southern most portion of the area, has industrial development including an asphalt plant and construction company taking access from Hannegan.

That portion of the GM zone lying east of Squalicum Creek is identified for planning purposes as Area 2B. It is approximately 46 acres. Portions of the area adjacent to East Bakerview Road just east of Squalicum Creek are developed with industrial uses. The southern portion of the area is in the 100 year flood plain. A Cascade natural gas pipeline traverses the area in an east/west alignment, and a transmission oil pipeline easement

extends in a north/south alignment. Further industrial development is planned to the south.

Issues affecting development of the area include: 1) proximity of residential land to industrial uses in the General Manufacturing area; 2) protection of Squalicum Creek corridor; 3) a need for adequate drainage; and 4) provision for buffers to avoid industrial impacts on residential areas to the north and east.

RECOMMENDATION

Retain the General Manufacturing (GM) designation for Areas 2, 2A and 2B.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, with additional uses comparable to the GM zone. Special consideration should be given to protection of the Squalicum Creek corridor, road improvements along East Bakerview Road, access, internal circulation, extension of sewer and water, drainage, buffers from residential areas, and incorporation of natural features in site design.

AREA 3

This area, approximately 2.3 acres, is located at the southwest corner of the East Bakerview and Hannegan Road intersection and is currently zoned General Commercial, (GC). Currently a service station is located on the site. Because of this existing development, retaining the General Commercial designation is appropriate for this property. Any additional development of this area should primarily serve the industrial businesses in the vicinity.

RECOMMENDATION

Retain the General Commercial designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Commercial Planned. Consideration should be given to protection of the Squalicum Creek corridor, improvements along East Bakerview Road and Hannegan, access, internal circulation, extension of sewer and water, drainage, and site design.

AREA 4

This area is located at the northeast corner of the East Bakerview and Hannegan Roads and extends to the Ross Road (unimproved). It comprises approximately 50 acres and is currently zoned Urban Residential (UR4) four units to the acre. This area is recommended for Light Impact Industrial zoning. The area slopes to the east, and is forest covered. Hannegan Speedway lies directly north of this planning area. Squalicum Creek flows through the southeastern corner of the site. Because of its location fronting on two major arterials, relationship to the adjacent industrial area to the south and west, and its location adjacent to the Hannegan Speedway, this area is appropriate for Light Impact Industrial

uses. Special consideration should be given to improvements on Hannegan and East Bakerview Road, access, internal circulation, protection of Squalicum Creek, buffers from residential development, and site design. Development should be restricted to the areas adjacent the roadways and along the ridge. The area boundary has been drawn to respect the character of the Dewey Valley residential area below the ridge.

RECOMMENDATION

Rezone the area to Light Impact Industrial.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned. Uses should be limited to those allowed in the Light Impact Industrial zone. Consideration should be given to protection of the Squalicum Creek corridor, road improvements to Hannegan and East Bakerview Roads, access, internal circulation, extension of sewer and water, drainage, buffers from residential areas, and incorporation of natural features in site design. Development should be restricted to areas adjacent to the roadways and along the ridge.

AREA 5 (SEIS Industrial Expansion Area #1)

This expansion area is located both east and west of Hannegan Road and comprises approximately 199 acres. It is currently zoned Urban (UR5) allowing one dwelling unit per five acres, and is characterized by scattered single family dwellings, several out buildings, and the Hannegan Speedway. Topography is generally flat transitioning to rolling hills for parcels adjacent to Queen Mountain. Some of the area has been cleared for development.

Located in the Squalicum Creek drainage, Baker Creek, a year-round stream flows through the planning area. Baker Creek has steep high banks along most of this reach, with a mixture of forest and pasture vegetation on the uplands. There are about 30 acres of wetlands west of Hannegan Road. The area comprises approximately 75 acres of pasture, 25 acres of cleared undeveloped land, and about 55 acres of developed land including the Hannegan Speedway property.

Issues affecting development in the area include: 1) need for expansion of industrial land in the vicinity, based on analysis of Bellingham's land supply and urban growth area; 2) protection of the Baker Creek corridor, and associated wetlands; 3) drainage; 4) a need to provide buffers to separate and reduce impacts of industrial activities on residential areas to the north, west, and east; 5) design of access and road improvements; and 6) extension of sewer and water service.

There have been requests by some property owners to expand the light impact industrial land in this vicinity. Some factors which make this an appropriate area for industrial expansion, include: proximity to the existing industrial area to the south; larger parcels providing for better site design options; existing services in the area; and access to major highways and truck routes. Special consideration should be given to development along Baker Creek and protection of the stream corridor; appropriate buffers separating industrial uses from the residential areas on the north, east and west; access; and site design.

RECOMMENDATION

Rezone the area to General Manufacturing.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Industrial Planned, uses limited to those in the General Manufacturing zone. Special consideration should be given to improvements on East Bakerview and Hannegan Roads, access design, and internal circulation, extension of sewer and water service, adequate drainage, and provision of buffers to ensure protection from industrial activities on adjacent residential areas; and site design.

MAP 15: DEWEY VALLEY RESIDENTIAL AREA

This area, approximately 225 acres, is located north of Mount Baker Highway; the western boundary is adjacent to Hannegan Road and the General Manufacturing zone. Dewey Road bisects the planning area and connects Mount Baker Highway with East Bakerview Road. A low-lying plateau forms the southeastern boundary, while most of the area comprises a portion of Squalicum Creek Valley. Toad Creek extends through the valley from Toad Lake (also known as Emerald Lake) and joins Squalicum Creek north of this area outside Bellingham's urban service boundary. Toad and Squalicum Creeks are year round streams in Whatcom County.

The area is currently zoned Urban Residential (UR4) and is rural in character with scattered single family housing along Bakerview Road and Dewey Road with adjacent agricultural uses. The topography drops off from Mount Baker Highway into large wetland and pasture areas. A portion of the area lies within a high yield aquifer area. Parcels range in size from one to twenty acres. The Department of Natural Resources owns two 40 acre parcels adjacent to Mount Baker Highway.

Issues affecting development of this area include: 1) a need for protecting the rural character of the Dewey Valley; 2) protection of the wetlands associated with Squalicum and Toad Creeks; and 3) preservation of open spaces related to the trail systems developed in this area. Given the environmental constraints of the area, development should be consolidated on the ridge adjacent to Mount Baker Highway. Special conditions should be placed on development to protect the creek corridors and associated wetland systems. Any rezone of the Dewey Valley Area to a rural zoning district by Whatcom County should be accomplished by an adjustment to the Bellingham Urban Growth Boundary.

AREA 1

This area is generally located east of Hannegan, north of East Bakerview Road as it extends north to Ross Road (unimproved), and southeast to Mount Baker Highway. It comprises approximately 225 acres and encompasses the bulk of the Dewey Valley Residential area as described above. Dewey Road traverses the area from East Bakerview Road to Mount Baker Highway. The area is generally rural in character with scattered single family residential development along East Bakerview Road, Dewey Road, and along Mt. Baker Highway. Much of the area is characterized by pasture land, steep slopes, and large wetlands associated with Squalicum Creek.

The Dewey Valley Trail is a multi-purpose trail following the entire length of an abandoned railroad bed. The trail offers a level direct route from the Bellingham area to the eastern part of the County. The west end intersects the Lake Whatcom-Lake Samish Loop and other existing and planned trails within the City of Bellingham. This pastoral 10 mile route passes large farms, wetlands and forested areas in gently rolling terrain and meets the Nooksack Trail near Cedarville Road outside the Urban Service Area. The route is almost entirely in private ownership; however, several large holdings would ease the number of agreements or acquisitions necessary to develop the trail.

Issues affecting development of this area include: 1) retention of the rural character of

the area; 2) existing density of four units to the acre; 3) interface with adjacent industrial zoning and development to the west; and 4) protection of Squalicum Creek and Toad Creek corridors and associated wetlands systems; and 5) provision for trails and open space.

RECOMMENDATION

Retain the Urban Residential (UR4) designation.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single 10,000 square feet per unit. Cluster development should be required along the ridge adjacent to Mount Baker Highway, adjacent to East Bakerview Road and Dewey Road. Consideration should be given to road improvements, access, and internal circulation, protection of the Squalicum Creek corridor and associated wetlands, sewer and water services, drainage, and provision of trails and open space.

MAP 16: BRITTON/BAKER RESIDENTIAL AREA

The area, approximately 373 acres, is located north and east of the City limits and south of Mount Baker Highway. The area is currently zoned Urban Residential, UR4, four dwelling units to the acre and is characterized by low density residential development along Mt. Baker Highway. Two large urban scale subdivisions, Northern Heights and a portion of Tweed Twenty lie inside the area west of Britton Road. The Bellingham School District is constructing its new Squalicum High School on a 40 acre site adjacent to this planning area. A small Rural five acres (R5A) area extends into the northern most portion of the planning area adjacent to Britton Road. Several small businesses and non-conforming uses are located in this area.

Roads serving the area include Mount Baker Highway (SR543) and Britton Road. Mount Baker Highway is a state road that is scheduled to be widened to four lanes from the City limits to Britton Road. Improvements will include four lanes, and a turning lane, shoulders, bicycle lanes, sidewalks on both sides, and street lighting. With the increased traffic carrying capacity, existing sewer and water service, and the addition of a new high school, a mix of housing types and range of densities may be appropriate for portions of this area. The City of Bellingham assumed the Van Wyck Water Association which extends along Mount Baker Highway.

Issues affecting development in this area include: 1) widening and future improvement of Mount Baker Highway; 2) access design and internal circulation; 3) adequate drainage; 4) extension of sewer and water service; 5) existing commercial and industrial development, and non-conforming uses located along Mount Baker Highway, and 6) location of BPA Transmission lines.

AREA 1

This planning area comprises approximately 373 acres as described above, and is currently zoned Urban Residential (UR4) and Rural Five Acre (R5A). Britton Road and Mount Baker Highway generally form the area's north and northeastern boundary. The area ranges from the generally flat plateau immediately south of Mount Baker Highway to gently rolling hills further south. A portion of this area, about 26 acres located at the intersection of Mount Baker Highway and Britton Road are not currently in Bellingham's Urban Service Area. Toad Creek traverses the northeastern portion of the area to connect with Squalicum Creek outside the Urban Service Area. The area is forested with some wet areas associated with Toad creek. Limited sewer services are available in the southwest portion of the area.

Issues affecting development in this area include: 1) future widening and improvement of Mount Baker Highway; 2) access, design and internal circulation; 3) extension of sewer and water; 4) existing commercial, industrial, and non-conforming uses along Mount Baker Highway; and 5) location of BPA Transmission lines.

Because of the area's location on a major arterial, with easy access to employment centers and commercial areas of Bellingham, a mix of housing types and range of densities would be more appropriate for the area. Special consideration should be given to access design, internal circulation, drainage, open space, and buffers from existing commercial uses along

Mt. Baker Highway. Residential development should take access from residential streets.

RECOMMENDATION

Rezone the area to Urban Residential Mixed (UR-MX).

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, Planned, with a mix of housing types and range of densities from 10,890 sq. ft. to 6,223 sq. ft. per dwelling unit for single family development. Parcels of two or more acres are allowed to develop 25% of allowed units as multi-family dwelling unit types. Clustering of residential units away from the BPA Transmission lines should be encouraged, in addition to the incorporation of natural features in site design. Special consideration should be given to improvements on Mount Baker Highway and Britton Road, access, internal circulation, drainage, sewer and water services, open space, and incorporation of natural features in site design. Any neighborhood commercial development should be considered through the planned designation process after a required neighborhood meeting.

MAP 17: BRITTON/HILLSDALE RESIDENTIAL AREA

This area is located adjacent to the City limits, both east and west of Britton Road. It comprises approximately 340 acres and is currently zoned Urban Residential (UR3) three dwelling units per acre. The area is within the Lake Whatcom Watershed and contains portions of Tweed Twenty Subdivision with two urban scale subdivisions east of Britton Road. The terrain is rolling hills with a slope up to 15% with some forested and wet areas associated with Toad Creek. Roads serving the area include: Britton, Hillsdale and Toad Lake Road. Whatcom County Water District #7 provides water to the area purchased from the City of Bellingham. City sewer service is available through service zone extensions.

Issues affecting development of the area include: 1) protection of the Lake Whatcom Watershed; 2) retention of existing zoning; 3) enforcement of existing building standards and Watershed regulations; 4) extension of sewer and water services; and 5) adequate drainage.

AREA 1

The planning area is approximately 340 acres, and is currently zoned Urban Residential (UR3) zone, three dwelling units to the acre as described above.

RECOMMENDATION

Retain the Urban Reserve (UR3) zone. Because this area is in the Whatcom Watershed, consideration should be given to sewer and water services, drainage, road improvements, and application of City standards for new development.

COMPARABLE FUTURE CITY ZONING

Comparable City zoning is Residential Single, detached/cluster attached, 12,000 square feet per dwelling unit. Cluster development should be required. Because this area is in the Whatcom Watershed, consideration should be given to sewer and water services, drainage, and road improvements.

VII. ANALYSIS AND RATIONALE FOR ADJUSTING BELLINGHAM'S 1985 URBAN SERVICE AREA

INTRODUCTION

URBAN GROWTH AREAS

As required by the Washington Growth Management Act (GMA), and County-wide Planning Policies, projected population for the next 20 year planning period must be accommodated in urban growth areas. The City of Bellingham, in cooperation with Whatcom County, is evaluating the appropriateness of expanding or contracting its present Urban Service Area in defining an appropriate Urban Growth Area. The purpose of designating urban growth areas is to promote compact urban development, reduce urban sprawl, and ensure efficient use of land and financing of urban facilities and services to meet the needs of the projected population during the 20 year planning period.

The criteria for evaluating those areas outside the existing urban service area are based on an analysis and evaluation of the following:

- * Adopted policy and visions statements
- * Population projections
- * Land supply, including residential, commercial, and industrial
- * Existing plan and zoning designations
- * Existing land use and ownership patterns
- * Environmental opportunities and constraints
- * Transportation systems
- * Availability and capacity of urban services and facilities and concurrency requirement
- * Property owners requests

Fourteen smaller areas within the three Urban Fringe Subarea Analysis Areas have been identified and evaluated according to the criteria above for possible inclusion in Bellingham's Urban Growth Area. Map 18 shows the areas evaluated.

A. MARINE DRIVE/AIRPORT ANALYSIS AREA

Five areas have been identified in the Marine Drive/Airport Analysis Area for evaluation as possible areas for inclusion in Bellingham's Urban Growth Area. A description of the area, zoning, and existing services and uses are provided. Advantages and disadvantages to inclusion in Bellingham's Urban Growth Area are listed below, followed by a specific recommendation from the Bellingham City Council.

AREA A.

This area is located west of the Urban Service Boundary, generally in the vicinity of Marine Drive and Bancroft Road, and adjacent to Bellingham Bay. The area is zoned Rural Residential (RR1) one dwelling unit per acre. The topography is generally flat to rolling hills sloping in a southerly direction. Dense forests, pasture land, wetlands, and marshes predominate along the Bay. The area is primarily rural in character with scattered low density single family development on larger parcels, with a pocket of residential development approaching urban densities, primarily in the Bancroft subdivision. The Smith Garden is located south of Marine Drive and east of the Bancroft subdivision. Water District #2 and Fire District #8 serve to the area.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area would mean an increase in the land supply for residential development;
- b. The Bancroft Road area is more urban in character than adjacent areas;
- c. Soils have a rapid permeability and high seasonal water table and are poor filters for septic effluent; public sewer could reduce any ground water contamination;

2. Disadvantages

- a. Much of the area is rural in character and located away from urban development centers.
- b. The Bellingham International Airport noise and clear zone acts as a barrier between the urban areas of the City and this area.
- c. Urban residential densities are not appropriate abutting airports because of noise and flight paths.
- d. Fire and police service constraints resulting from inadequate roadways in the area, the barrier created by the Bellingham International Airport, and travel distance from existing fire facilities for extension of urban level fire protection services.

- e. Increased demand on existing City facilities and services, would require new facilities and upgrading of existing facilities and services.
- f. Local opposition to being part of Bellingham's urban growth area.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should not be included in Bellingham's Urban Growth Area.

AREA B.

The area is located west of Bellingham International Airport, north of Marine Drive and in the general vicinity of Country Lane, Curtis and Wynn Roads. The area is zoned both Rural (R2A) one dwelling unit per two acres, and Rural Residential (RR1) one dwelling unit per acre. The topography is generally flat. Dense forested areas, wetlands, marshes, and pasture land make up the bulk of the area. It is rural in character with scattered low density single family development. The Burlington Northern Railroad borders the area on the southwest and the Airport separates this area from the urban centers of the City. Water District #2 and Fire District #8 serve the area.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area would mean an increase in the land supply for residential development;
- b. Some property owners desire inclusion in Bellingham's Urban Growth Area.
- c. Soils have a rapid permeability and high seasonal water table are poor filters for septic effluent; public sewer could reduce any ground water contamination;

2. Disadvantages

- a. Much of the area is rural in character and located away from urban development centers.
- b. The Bellingham International Airport acts as a barrier between the urban areas within the City and this area.
- c. Urban residential densities are not appropriate abutting airports because of noise and flight path patterns.
- d. Fire and police service constraints resulting from inadequate roadways in the area, the barrier created by the Bellingham International Airport, and travel distance from existing fire facilities for extension of urban level fire protection services.

- e. Increased demand on existing City facilities and services, would require new facilities and upgrading of existing facilities and services.
- f. Some local opposition to being part of Bellingham's urban growth area.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should not be included in Bellingham's Urban Growth Area.

AREA C.

This area is located adjacent to Slater Road and across from Ferndale's City limits. Sunset Creek is the area's southeast boundary and the Burlington Northern RR is the western boundary. The area is characterized by industrial development and is within Ferndale's proposed Urban Growth Area; it is served by the City of Ferndale. The area is considered an anomaly since it is within the Urban Fringe Subarea and Bellingham's sphere of influence. The area is zoned Light Impact Industrial and is approximately 19 acres. The topography is fairly flat with shrubs and bushes and some trees along the creek.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in Bellingham's Urban Growth Area would add to the city's folio of industrial land.

2. Disadvantages

- a. City utilities are not available.
- b. Fire and police service constraints resulting from distance from existing City facilities.
- c. The area is within Ferndale's proposed Urban Growth Area and is served by the City of Ferndale.
- d. Separation of urban growth areas is required by the County-wide Planning Policies.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should not be included in Bellingham's Urban Growth Area.

AREA D.

This area is located east of Interstate-5, adjacent to Slater Road on the south, and Pacific Highway on the east. It abuts Bellingham's Urban Service Area boundary at the Port property on Pacific Highway. The area is approximately 30 acres and is currently zoned General Commercial. In 1989, a concomitant agreement was entered into between the

property owners and Whatcom County to control land uses in the vicinity of the airport and ensure compatibility with airport activity, now and in the future.

The topography is fairly flat. Some forest-covered areas are located to the back of the lots and provide a backdrop for several businesses including a sign and custom awning shop, antique mall, auto repair shop and carpet sales and some low density single family residential development. The area has been partially cleared for commercial development. An ARCO service station and mobile home sales business are adjacent to Slater Road. Fire District #8 serves the area.

In 1996, this area was analyzed in Bellingham's Supplemental Environmental Impact Statement (SEIS) along with other property extending east from this area to Northwest Drive and south from Slater Road to Stuart Road. The SEIS proposal evaluated the addition of approximately 889 acres to the City's proposed urban growth area as industrial, and to change the proposed land designation for 139 acres from Urban Residential (UR4) to industrial. The 30 acres would remain commercial. In 1997, Bellingham City Council recommended adding this commercial area, identified as Area #3 in the SEIS, to Bellingham's Final Urban Growth Area.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area into the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area and have greater control of development following annexation.
- b. The designation is urban and recognizes existing commercial developments.
- c. The area fronts on Interstate-5, and takes access from Pacific Highway, a major transportation corridor linking Bellingham's northern industrial and commercial areas with other regional transportation corridors to the north.
- d. Urban development is already established in this area.
- e. Joint land use planning would increase the effectiveness of interlocal agreements made for the area.
- f. There is property owner support for sewer and water services.
- g. Bellingham has the capacity to serve the area with sewer and water;

2. Disadvantages

- a. Increased demand on existing City facilities and services will require an upgrade in some existing City facilities and services.
- b. City services could intensify and exacerbate a commercial strip at the entrance to the City.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in Bellingham's Urban Growth Area.

AREA E.

The area is located adjacent to Pacific Highway and east of Interstate 5. The larger portion of the area is zoned Light Impact Industrial and two smaller lots are zoned Rural (R2A). Topography is fairly flat. Some of the area is forest covered. Several intermittent drainage channels flow through the property into Bear Creek which feeds into Silver Creek watershed. There are some wetlands which serve as natural retention for the Silver Creek watershed. Uses include Olivine incinerator facility, Motor Trucks, a church, and CPS Allwaste. The City provides water to Olivine. Sewer service is not provided.

This area has been incorporated into the Pacific Highway North (Industrial/Commercial) Area (Map 4b) in Bellingham's proposed Urban Growth Area. Identified as planning Area 2, this area has existing urban development, fronts on Interstate-5, and is adjacent to Pacific Highway, a major transportation corridor linking Bellingham's northern industrial and commercial areas with urban areas further north.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area into the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area, and have greater control of development following annexation.
- b. The area is located between two sections of the Urban Service Area Boundary (AO to the north and LII to the south).
- c. Urban development is already established in the area.
- d. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- e. Inclusion of this area, along with adjacent areas, would provide a more regular Urban Growth Area boundary.

2. Disadvantages

- a. Increased demand on City facilities and services will require an upgrade in some existing City facilities and services.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in Bellingham's Urban Growth Area as planning **Area 2, Pacific Highway North (industrial/commercial) Area** of the Marine Drive/Airport Analysis Area. (see MAP 4B) The recommendation is based in part on: 1) public testimony at the November 24, 1996 Public Hearing on Bellingham's Urban Growth Area; 2) analysis of

Bellingham's industrial land supply; 3) a need for industrial zoned land in this area adjacent to three major transportation corridors; 4) proximity to Bellingham International Airport; 5) desire of some property owners with adjacent industrially zoned land; 6) larger parcels under one ownership; and 7) the City's SEIS analysis.

B. I-5/GUIDE MERIDIAN ANALYSIS AREA

Four areas have been identified in the I-5/Guide Meridian Analysis Area for evaluation as possible areas for inclusion in Bellingham's Urban Growth Area. A description of the area, zoning, and existing services and uses are provided. Advantages and disadvantages to inclusion in Bellingham's Urban Growth Area are listed, followed by a specific recommendation from the Bellingham City Council.

AREA F.

This area is located adjacent to the City's urban service area north of Bellingham in the vicinity of Northwest Avenue and Aldrich Road. Larrabee Road forms part of its southern boundary. The area is adjacent to a portion of the Cordata Business Park PUD, scheduled for annexation to the City of Bellingham in 1997. The area is zoned Rural (R2A) and (R5A). The topography is generally flat to rolling hills, sloping in a south westerly direction. Dense forests and wet areas associated with Bear Creek and Silver Creek are found within the site. Characterized by single family residential development, some home occupations and small commercial businesses are along Northwest and Aldrich Roads. Water is provided in part by individual wells and the City of Bellingham. Fire District #8 serves the area.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area into the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area.
- b. The area is adjacent to one of the City's rapidly urbanizing areas, and has City water.
- c. Request by some property owners to be included in the City's Urban Growth Area.
- d. Proposed extension of future Horton Road and construction of an east/west connector will provide better circulation for this area.
- e. There are some pockets of urban development already established in the area.
- f. Joint land use planning for the area will increase the effectiveness of interlocal agreements made for the area.
- g. Inclusion of some properties would provide a more regular boundary.

- h. City ordinances and enforcement may provide greater protection of the Bear Creek corridor, Silver Creek tributaries, and associated wetlands.
- i. Inclusion of some property would increase the land supply for residential development.
- j. Recognition of ownership pattern would allow Foxglove Fields development on the dry land portion of their ownership.

2. Disadvantages

- a. Some property owners are opposed to inclusion in Bellingham's Urban Growth Area.
- b. Increased demand on existing City facilities and services will require an upgrade in some existing City facilities and services.

BELLINGHAM CITY COUNCIL RECOMMENDATION

The R2A area should be included in Bellingham's Urban Growth Area as **Area 2, Northwest/Aldrich Residential Area** of the I-5/Guide Meridian Analysis Area. (see **MAP 8**)

AREA G.

This area is located north of the City, adjacent to the Urban Service Area, and is referred to for identification purposes as Cordata North. Smith Road is its northern boundary. The area is currently zoned Rural (R10A) which allows 1 dwelling unit per ten acres. The topography ranges from fairly flat to rolling hills. The area is primarily pasture land and has been used for commercial agricultural operations. The average parcel size is greater than ten acres and existing residential density is less than or equal to one dwelling unit per ten acres. The area has wetlands associated with Bear Creek and its tributaries which traverse and drain the site. The area is approximately 600 acres, and is presently being farmed.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area.
- b. Sewer and water services could be extended to provide for development.
- c. The area is under one ownership and is master planned. A development proposal exists, which if reviewed and approved would provide additional land for residential development.
- d. Request by the property owner to be included in the Urban Growth Area.

2. Disadvantages

- a. The area is rural in character and is presently being farmed.
- b. The City of Bellingham does not have services available to this area.
- c. This land is less suitable for inclusion in Bellingham's UGA at this time than some other areas evaluated in terms of distance to urban services and cost to provide the full range of urban services.
- d. Local opposition from adjacent rural property owners and residents to being part of Bellingham's urban growth area.
- e. Increased demand on existing City facilities and services would require new facilities and upgrading of existing facilities and services.
- f. Development constraints resulting from wetland systems on the property.
- g. Inclusion of this area in Bellingham's UGA would lead to an irregular boundary.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should not be included in Bellingham's Urban Growth Area. This area should be reconsidered during the periodic review in five years.

AREA H.

This area is located north of the City, adjacent to the Urban Service Area and includes parcels on both sides of Guide Meridian in the vicinity of Kelly Road. The topography of the area is generally flat with some gently rolling hills. The area has both pastures and portions are forest covered. Some wetlands and tributaries are associated with Spring Creek which traverses the area. Much of the area has been already cleared for development. The area is currently zoned Rural (R5A) allowing one dwelling unit per five acres. There are existing home occupations, cottage industries, and other businesses operating along Guide Meridian. Water service is provided by Deer Creek Water Association. Fire District #8 serves the area west of Guide Meridian, and Fire District #4 serves the area east of Guide Meridian.

The Bellingham City Council recommends this area be included in the city's Northern Urban Growth Area based in part on: 1) public testimony at the November 25, 1996 public hearing on Bellingham's Urban growth Area; 2) an analysis of Bellingham's vacant industrial land supply and projected demand; 3) the analysis in the city's SEIS; 4) existing mix of industrial and commercial uses in the area; 5) proximity to one of Bellingham's rapidly growing urban areas; 6) location of the area on a major transportation corridor; and 7) proximity to City utilities. The Expansion Area comprises approximately 242 acres, and is shown on **Map 10, Guide Meridian/Mixed Use Area**.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area.
- b. The area is a gateway to Bellingham from the north and is an important area of influence for the City.
- c. Increasing traffic volumes and congestion generated by Bellis Fair and adjacent commercial and industrial development along Guide Meridian has impacted this area. Because the Urban Service Boundary is irregular in this area, an opportunity exists to create a more regular boundary and limit urban sprawl and strip development patterns along Guide Meridian.
- d. The area is adjacent to one of the City's rapidly urbanizing areas.
- e. Request by some property owners to be included in the City's Urban Growth Area.
- f. Proposed extension of an east/west connector would provide better circulation for this area. The City should participate in the planning of this facility and its intersection with Guide Meridian.
- g. Some urban development is already established in the area.
- h. Inclusion of property designated for industrial development meets identified need for developable industrially zoned land.
- i. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- j. City ordinances and enforcement may provide greater protection for Spring Creek and associated wetlands.

2. Disadvantages

- a. Increased demand on existing City facilities and services, would require some new facilities and upgrading of some existing facilities and services.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in Bellingham's Urban Growth Area as **Area 2, Guide Meridian Mixed Use Area** of the I-5/Guide Meridian Analysis Area. (See Map 10)

AREA I.

This area is located northeast of the City, adjacent to the Urban Service Area, extending approximately 1700 feet east of Guide Meridian. Access to the existing dwelling units is off Guide Meridian at Kellogg and East Bakerview Road. The topography of the area is generally flat to rolling hills with slopes up to 15 percent. The area is generally rural in character with scattered single family residential development. The Calvary Temple Church property is located in this area. The area has both pasture and dense forested areas associated with the Spring Creek corridor. Spring Creek traverses part of the area and drains the area to the southwest. The area is currently zoned Rural (R5A) allowing one dwelling unit to five acres, and comprises approximately 229 acres.

This area includes the existing platted residential lots off of James Street north of East Bakerview Road, including Gooding Avenue, Frances, Avenue, King Avenue, and Montgomery Road know as King Mountain. The area also includes the area west of James Street to the Calvary Temple property. The area provides a forested backdrop for the City of Bellingham and view lots for residential development. The area is currently zoned RR2 and R5A. The terrain is hilly with some slopes ranging from 15% to 40%+ in the northeastern portion of King Mountain. The extension of Kellogg Road through this area has been identified as a needed improvement to link Bellingham's regional retail/commercial area with James Street and areas east. The City of Bellingham took over former Water District #9 and currently provides water to the area. Fire District #4 serves the area. A fire station is located at the southwest corner of James Street and East Bakerview Road.

This expansion area has been enlarged to include property at the crest of King Mountain, and property east of James Street and north of East Bakerview Road, based in part on: 1) analysis of Bellingham's land supply; 2) existing urban residential development in the area; 3) existing utilities; 4) a need to improve transportation circulation in the area, and 5) desire for a more even and logical Urban Growth Area.

Advantages/Disadvantages

1. Advantages

- a. The area is within Bellingham's sphere of influence and adjoins a rapidly growing commercial, industrial, and high density residential area of the City. Increasing traffic volumes and congestion generated by Bellis Fair and adjacent commercial and industrial development along Guide Meridian impacts this area.
- b. Request by some property owners to be included in the City's Urban Growth Area.
- c. Proposed extension of Kellogg Road to James Street would provide better circulation for the area and larger vicinity, and would be partially provided by the Calvary Temple Church.
- d. The area has pockets of urban development close to employment centers at Kellogg Road, Meridian Street, and Bakerview/Hannegan industrial.

- e. Inclusion would provide a more regular boundary.
- f. City ordinances and enforcement may provide greater protection for the Spring Creek and associated wetlands and environmentally sensitive areas.
- g. An opportunity exists to provide park land and open space between two developed areas.
- h. Water is provided by the City of Bellingham.
- h. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- i. Request by some property owners to be included in the City's Urban Growth Area.

2. Disadvantages

- a. Increased demand on existing City facilities and services, would require some new facilities and upgrading of some existing facilities and services.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in Bellingham's Urban Growth Area as **Area 1, King Mountain Residential Area** which is situated in both the I-5/Guide Meridian and Squalicum Creek Analysis Areas. (see MAP 12)

C. SQUALICUM CREEK ANALYSIS AREA

Five areas have been identified in the Squalicum Creek Analysis Area for evaluation as possible areas for inclusion in Bellingham's Urban Growth Area. A description of the area, zoning, and existing services and uses are provided. Advantages and disadvantages to inclusion in Bellingham's Urban Growth Area are listed, followed by a specific recommendation.

AREA J.

This area is located on both sides of Hannegan Road north of the existing Urban Service Area boundary in the vicinity of the Mount Baker Motor Cycle Club. The terrain is generally flat adjacent to Hannegan Road and has been cleared. Baker Creek traverses the area. Queen Mountain lies to the northwest of the area. The area is currently zoned R5A. The East Bakerview/Hannegan Industrial site is to the south of this area and is zoned for general manufacturing and light impact industrial uses.

Bellingham City Council is recommending inclusion of this area in the city's Northern Urban Growth Area based in part on: 1) public testimony at the November 24, 1996 public hearing on Bellingham's Urban growth Area; 2) an analysis of Bellingham's industrial land supply; 3) an analysis of this area in the city's SEIS; 4) proximity to existing industrially zoned areas

and development in the adjacent area; 5) location of the area on two major transportation corridors (ie. Hannegan and Bakerview Roads); and 6) proximity to City utilities. The Expansion Area comprises approximately 200 acres, and is identified as **Area 5, on Map 14, Bakerview/Hannegan Industrial Area.**

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area.
- b. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- c. This area could provide additional land for industrial development and expansion of adjacent industrial uses.
- d. Existing urban development in the area.
- e. Request by some property owners to be included in the Urban Growth Area.
- f. City ordinances and enforcement may provide greater protection for the Spring Creek and associated wetlands and environmentally sensitive areas.

2. Disadvantages

- b. Increased demand on existing City facilities and services would require some new facilities and upgrading of some existing facilities and services.
- c. Inclusion of properties adjacent to Hannegan would create a somewhat irregular Urban Growth Area Boundary.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in the Bellingham's Urban Growth Area at this time.

AREA L.

This area is located north of Dewey Valley Road and within the Urban Service Area. The terrain is generally flat along Mount Baker Highway, but drops off with slopes ranging from 0 to 15% toward the northwest. Pastures, forested areas, and some wetlands are associated with Squaticum Creek tributaries and Toad Creek. The area is generally rural in the valley with low density single family development. Some of the area is urban in character adjacent to the ridge along Mount Baker Highway.

Questions have been raised regarding the appropriateness of keeping the Dewey Valley in Bellingham's Urban Growth Area. There are some advantages for retaining this area in

Bellingham's Urban Growth Area and some disadvantages. Two options are recommended for consideration.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in the City's Urban Growth Area would enable the City to continue to participate in the joint land use planning for the area.
- b. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- c. Some areas are characterized by urban development along Mount Baker Highway and are close to employment centers at Bakerview/Hannegan industrial and Sunset Mall.
- d. The area provides an opportunity for open space planning.
- e. Water is provided by the City of Bellingham along Mount Baker Highway.
- f. Exclusion of this area would provide more support for adding other areas that are more suitable for urban development and easier to serve.

2. Disadvantages

- a. Urban development would be inconsistent with existing rural pattern of development and character of the area.
- b. Increased demand on existing City facilities and services would require an upgrade in some existing City facilities and services.

BELLINGHAM CITY COUNCIL RECOMMENDATION

Retain the area in Bellingham's Urban Growth Area at the existing zoning designation and density, and provide development standards to protect the sensitive environmental areas in the valley, including requiring clustering and setbacks from creeks.

AREA M.

This area is located at the intersection of Mount Baker Highway and Britton Road in the vicinity of the BPA transmission lines. This area is approximately 18 acres and is zoned Rural 5A. Much of the area has been cleared and some commercial, industrial and non-conforming development exist.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of the entire intersection of Mount Baker Highway and Britton Road in the Urban Growth Area and the rezone to Neighborhood Commercial would allow the City to participate in the joint planning of the area.
- b. It may be appropriate to recognize existing development in the area through inclusion of the area in Bellingham's Northern Urban Growth Area.
- c. The area may be appropriate for a neighborhood commercial development to serve a growing residential area and high school population.
- d. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- e. Water is provided by the City of Bellingham along Mount Baker Highway.
- f. Request by some property owners to be included in Bellingham's Urban Growth Area as commercial.

2. Disadvantages

- a. Increased demand on existing City facilities and services will require an upgrade in some existing City facilities and services.
- b. Increased traffic impacts at the intersection of Mount Baker Highway and Britton Road.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in the Urban Growth Area as **Area 1, Britton/Baker Residential Area** of the Squalicum Creek Analysis Area. (See Map 16)

AREA N.

This area is located northeast of the Urban Service Area boundary in the vicinity of Emerald (Toad) Lake. Toad Lake is situated on the northwest slope of Squalicum Mountain and has grades of 45%. The area is characterized by steep slopes facing west and ranging from 15% to over 40%. Much of the area is densely forested. About 200 acres in the westerly portion of this area are accessed from Emerald Lake Road at Britton Road. The southeastern portion of the area is accessed from Toad Lake Road. Toad Lake Creek drains the area. Low density single family residential development characterizes this area, with a mix of vacation cabins, mobile homes and what appears to be assorted non-conforming structures in the immediate vicinity of the lake. Soils are generally not suitable for septic systems.

As part of the Bellingham's 1994 Final Environmental Impact Statement on the City's 20-year growth alternatives, this area was evaluated for possible inclusion in Bellingham's

Northern Urban Growth Area. Because of its steep slopes, narrow winding roads, and access constraints for fire and police protection vehicles, the City Council's recommendation is to leave this area in the county and not include it in Bellingham's Urban Growth Area. Development capacity of the area does not support the cost of new facilities and services.

Advantages/Disadvantages

1. Advantages

- a. Inclusion of this area in the City's Urban Growth Area would enable the City to participate in the joint land use planning for the area.
- b. Joint land use planning for the area would increase the effectiveness of interlocal agreements made for the area.
- c. The area provides an opportunity for open space planning.

2. Disadvantages

- a. Urban development would be inconsistent with existing rural pattern of development and character of the area.
- b. Increased demand on existing City facilities and services will require an upgrade in some existing City facilities and services. Development capacity of the area does not support the cost of new facilities and services.
- c. Development is separated by terrain from major urban development centers.
- d. Growth is not anticipated to occur in this area.
- e. Fire and police service constraints resulting from inadequate facilities, distances from existing facilities, and roadways in the area.

BELLINGHAM CITY COUNCIL RECOMMENDATION

This area should be included in Bellingham's Five Year Review.

VIII. FIVE YEAR PERIODIC REVIEW

In order to assure sufficient flexibility in Bellingham's Northern Urban Growth Area, and to respond to land supply and demand changes, the City and Whatcom County should review certain areas identified in this plan on a priority basis. At such time that a need for more land is justified by updated land supply, demand studies, and other planning criteria, including: changed conditions, availability and capacity of urban services, including sewer, water, and other infrastructure, transportation systems, land use and ownership patterns, property owner requests, environmental opportunities, and others, these areas would be considered.

Four areas have been identified for consideration during Bellingham's Five-Year Periodic Review. These areas, shown on map 19, have a number of factors in common, including:

- * These areas are adjacent to the existing Urban Service Area and recommended Urban Growth Area.
- * These areas are within a larger urbanizing area or influence area.
- * Environmental opportunities may exist for park and trail development.
- * Some of these areas already have City water.
- * Some of the property owners have requested to be included in the Urban Growth Area or to be zoned for urban development.
- * Conditions around these areas may change during the next five years in such a way as to contribute to their potential for urban designations within Bellingham's Urban Growth Area.
- * These areas have the capacity for logical expansion of existing or similar neighboring land uses.

IX. COMPREHENSIVE PLAN AMENDMENTS

The Urban Fringe Subarea Plan is a policy document that is used to guide the land use decisions affecting both the private and public sectors of the subarea. For the plan to function as an effective decision-making document, it must be flexible enough to weather changes in public attitudes, developmental technologies, economic forces and legislative policy.

The plan envisions two general types of plan amendments. **The first type is a review conducted every five years.** This **Periodic Review** should re-examine the land use plan, including a re-evaluation of goals; updates of land-related elements; the reaffirmation of land use policies, proposals, and neighborhood planning areas within Bellingham's Urban Growth Area; land supply and demand analysis; and consideration of urban development needs. It is the responsibility of both the Bellingham and Whatcom County Planning Commissions and Planning staff as well as the people of the subarea to initiate and participate in such a review.

To assure sufficient flexibility in the urban growth area and to respond to land supply and demand changes, the City of Bellingham and Whatcom County shall review certain areas identified in this plan on a priority basis. These "priority areas" shall receive first consideration for inclusion in Bellingham's Urban Growth Area when a need for more land is justified by updated land supply and demand studies.

The second type of amendment is that proposed and initiated by private property owners. The land uses illustrated on the Land Use Plan Map are the result of the application of the plan's goals and policies. However, it is reasonable to assume that private property owners may introduce land use proposals that conflict with the plan map or policies of the plan itself. In such instances, an individual or agency may propose an amendment to the plan. Private petitions for amendment of the Comprehensive Plan addressed to either the Whatcom County Planning Commission or the County Council shall be processed in accordance with the statutory procedure for adoption or amendment of comprehensive plans. Plan amendments initiated by either the public or private sector which alter or expand the Urban Growth Area for the City of Bellingham shall be jointly processed by Bellingham and Whatcom County Planning Departments, Planning Commissions, and Councils.

Individual applications for Comprehensive Plan amendments, rezones, and zoning text amendments shall be made in writing in accordance with forms supplied by Whatcom County. Applications shall be accompanied by an Environmental Checklist pursuant to the Washington State Environmental Policy Act (SEPA) and Whatcom County SEPA rules; appropriate fees as specified in the Whatcom County Fee Ordinance; maps and property information as specified on the application forms; and the names and addresses of the owners of property within 300 feet of the proposed amendment.

The steps in processing an amendment are: 1. schedule a Planning Commission public hearing; 2. publish legal notice in local newspaper at least 10 days before the hearing, mail notice to surrounding property owners, and post notice on the property at least 12 days before the hearing; 3. Planning staff report and recommendation to Planning Commission,

approximately one week before the hearing; 3. Planning Commission public hearing; 4. Planning Commission recommendation forwarded to County Council; and 5. final Council action.

All proposed amendments to the plan or plan map and implementing zoning maps and regulations shall conform to the following criteria:

1. The amendment request shall conform with applicable Washington State laws governing Comprehensive Plan amendments.
2. The amendment request shall conform with the goals of the subarea plan.
3. The amendment request shall be consistent with the policies of this plan, the County-wide Planning Policies, and the policies of other elements and components of the Whatcom County Comprehensive Plan.
4. The amendment request shall be compatible with the existing and planned surrounding land uses.
5. The amendment request shall not result in unmitigated detrimental impacts to existing transportation systems.
6. The amendment request shall not place uncompensated burdens upon existing or planned service capabilities.
7. The amendment request shall demonstrate a land use need which is currently not met by this plan.
8. The proponents of a rezone have the burden of proving that conditions supporting the existing zoning have substantially changed since the original zoning or most recent amendment; or that there was an error of fact made in the existing zoning designation.
9. A proposed rezone must bear a substantial relationship to the general welfare of the community.
10. A site specific rezone that grants a discriminatory benefit to one group to the detriment of its neighbors or community at large must provide sufficient public advantage to outweigh said detriment.

X. IMPLEMENTATION AND ACTION PLAN

The policies in this Plan implemented by the recommended zoning are intended to work toward consistency with achieving county-wide land use planning goals and the particular issues which surfaced during the planning process for the Urban Fringe Subarea. Some of the policies, however, need to be implemented by other means if the area is to develop in the manner desired. Also, there are some processes under way which will not be completed before the update of this plan. This Action Plan provides an opportunity to respond to the results of those processes without the necessity to completely revise the comprehensive plan. For example, the Guide Meridian corridor is presently under study. The results of that study may indicate the need for some changes in the Guide Meridian Improvement Plan and a need for design standards and performance driven zoning along some parts of the Guide in the Subarea.

This section proposes activities which should be pursued by the public and private sectors no later than two years following the adoption of this comprehensive plan update.

1. RE-NEGOTIATE AND UPDATE THE INTERLOCAL AGREEMENT BETWEEN BELLINGHAM AND WHATCOM COUNTY

Following the 1984 adoption of the Urban Fringe Subarea Comprehensive Plan, Bellingham and Whatcom County entered into an interlocal agreement in 1985. This was a constructive move toward addressing issues of timing and requirements for urban service and annexation in the designated Urban Reserve area as well as intergovernmental coordination in processing development permits. As part of the requirement for interlocal cooperation established in the Washington State Growth Management Act, Whatcom County anticipates adoption of general interlocal agreements between the County and the incorporated cities prior to adoption of this plan update. Any needed fine tuning revisions should be undertaken within one year after adoption of the plan. The revised Interlocal Agreement will address such issues as balancing City and County revenues and expenditures when considering annexations, dealing with impacts of annexations on special district governments, coordinating city/county development and design standards for projects that will be processed without requiring annexation, and the timing and phasing of future annexations.

2. DESIGN STANDARDS

An issue that keeps coming up in the Urban Fringe Subarea is the lack of development design standards that deal with the appearance of commercial and industrial areas. The Guide Meridian corridor is a highly visible entrance to both Whatcom County and Bellingham and as such has a responsibility for creating a favorable first impression of our community. Consideration should be given to creating a design overlay district in this and possibly other areas where appearance is of importance to the economic vitality and future livability of the community.

3. GUIDE MERIDIAN IMPROVEMENT PLAN

The Guide Meridian Improvement Plan was adopted in 1985 and is both a component of

the Urban Fringe Subarea Comprehensive Plan and a land use regulation for a special district. Its purpose is to assure that traffic concerns are adequately considered as development occurs in this corridor and as the State of Washington continues its program of upgrading this State highway. The plan originally applied to an area approximately one-eighth mile wide between the Bellingham City Limits and approximately one-eighth mile north of Horton Road. The need for updating this document stems from several sources. The City of Bellingham has annexed most of the affected area on the west side of Guide Meridian. Implementation of the Plan on a site by site basis has been inconsistent, varying with County permit administration staff. Also, development has proceeded at an accelerated pace in this area and traffic safety and congestion continue to be concerns. The Plan originally projected certain traffic volumes for the corridor to the year 1995. The traffic volume projected for 1995 was actually exceeded in 1992. The Whatcom county Council of Governments is presently coordinating a land use and access study of the Guide Meridian corridor in conjunction with Bellingham, Whatcom County and the Washington State Department of Transportation. Recommendations concerning future land use and access should be incorporated into any update of the Guide Meridian Improvement Plan.

4. CREATIVE DEVELOPMENT TECHNIQUES

There are various alternatives for development regulations that have not been fully utilized by Whatcom County or Bellingham. These alternatives are generally intended to provide greater flexibility in land use than conventional zoning while at the same time preserving property rights, speeding up the permitting process, assuring environmental protection, and maintaining a liveable community. Creative techniques include such things as residential cluster options, planned unit developments, special area plans, performance zoning, and transferable development rights. In order to fully address the land use issues affecting the subarea and to fully implement the comprehensive plan, consideration needs to be given to using some or all of these techniques.

5. PLAN REVISIONS IN RESPONSE TO THE WHATCOM COUNTY COMPREHENSIVE PLAN PROCESS AND THE DESIGNATION OF URBAN GROWTH AREAS

As the Whatcom County Comprehensive Plan process is completed, revisions to the policies and designations in the portion of the subarea designated for rural and agricultural land uses may be indicated. Also, the subarea plan may need to be adjusted to reflect the designation of urban growth areas.