2023

Urban Planner Associate Internship

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Western Washington University

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Internship Title: Urban Planner Associate Internship

Organization Worked For: Jones Engineers, Inc.

Student Name: Jasmine Fast

Internship Dates: 3/28/23 6/9/23

Faculty Advisor Name: Nick Zaferatos

Department: UEPP

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STUDENT SIGNATURE: ____________________________________________

DATE: 6/9/23
MEMORANDUM

Date: May 6, 2023

To: Whatcom County Council Planning and Development Committee
From: Jasmine Fast

RE: Questions and Concerns related to the Buildable Lands Report and the City of Bellingham

In the memorandum to the Whatcom County Council Planning and Development Committee dated January 10, 2023, Chris Behee provides comments on page 4 of his memo addressing concerns regarding density assumptions in the Buildable Lands Report (BLR), excerpts of which are shown below in italics. Our responses are provided below these comments.

As required by the Buildable Lands statute, the BLR uses densities actually achieved during the 2016-2021 time period to project forward the likely development capacity of remaining developable lands.

In recent public comments, Jones Engineers have expressed concerns about development assumptions in the BLR and have cited some specific examples. One example used highlights a 171-acre block of vacant land spanning Areas 8, 8E, and 11 of the Whatcom Falls Neighborhood and the adjacent NE portion of the Yew Street UGA.

This block of land includes 41 acres zoned for 20,000 square-foot lots, 83 acres zoned for 10,000 square-foot lots, and 47 acres zoned for 7,260 sq ft lots for a gross allowed capacity of 730 single-family lots… Assuming cluster development and an average residential lot size of about 5,200 square feet the BLR estimates a capacity for about 349 housing units resulting in an overall gross density of about 2 units per acre.

This is about 48% of the gross allowed capacity and is a relatively conservative estimate compared to the percentages achieved by recent nearby plats also in Areas 8 and 11 of the Whatcom Falls Neighborhood. Specifically, the Birch Street Plat in Area 11 which with 120 lots has achieved 63% of its gross allowed capacity to date and with future Phases 6-8 will top-out at about 108% of base zoned density; and the Highlands Plat in Area 8 which with 99 lots have achieved 75% of its gross allowed capacity. Both plats share similar wetland, stream, terrain, and infrastructure challenges to the 171-acre block of vacant land.

The examples Mr. Behee provides compare the development density and yield potential for currently undeveloped areas within the Whatcom Falls Neighborhood to two existing housing projects located nearby. Most of the homes within these existing projects were built prior to the adoption of the current Comprehensive Plan and the plats were vested to development standards in effect in 1999, 2002, and 2003 respectively. Using densities actually achieved within these plats to project the future development of the Whatcom Falls Neighborhoods 8, 8E, and 11 is not a fair analysis.

The two projects, “Birch Street” and “The Highlands” (Phase 1 and Phase 2) were developed by Skeers Construction. Our recent discussions with Mr. Skeers indicate it would extremely unlikely the same densities could be achieved on these properties if current development standards were applied. The preliminary plats associated with these projects were approved in the late 1990s and early 2000s. The current development standards and regulations including critical areas, stormwater management standards, fire code standards for secondary access, and public works standards for street grades, for example, are significantly more restrictive than the standards and regulations under which these plats were approved and vested.
Furthermore, the Whatcom Falls properties are currently subject to significant pre-requisite and special considerations for regulatory infrastructure requirements which did not exist at the time the Birch Street and Highlands Plats were approved (1999, 2002, 2003).

In January 2004 the City Council adopted Ordinance 2003-12-085 (attached). This ordinance established the “Lopez Street Collector Requirement Area” (LSCRA). The ordinance requires specific performance standards to be met with regard to the coordination of property owners and construction on the roadway. These standards were not applied to either the Highlands Plats or the Birch Street Plat. It is not correct to say that both plats share similar infrastructure challenges.

Based on our review of the City of Bellingham Zoning Code, the City’s Neighborhood Plans, and the BLR Data Reporting Tools we find that there are additional areas that have been assigned significant potential housing capacity but are subject to similar pre-requisite and special considerations which would severely limit the achievement of housing within the current planning period. Prior to achieving these housing units, significant regional infrastructure improvements, environmental compliance, and other considerations must be met.

Based on our review and analysis there are approximately **979 dwelling units** that have been claimed as housing supply, but we believe are not achievable in the planning period. The tabulated number of dwelling units shown on the attached GIS map exhibits represents the number of units assigned to each property within the BLR land capacity worksheet (data reporting tool) after all the deductions prescribed in the BLR methodology are completed. All of which are within Single Family Zones. This represents approximately 23% of Bellingham’s Single Family Unit Capacity as presented on Exhibit 16 of the Buildable Lands Report.

We have compiled a summary of these findings, together with maps, exhibits, zoning information and Neighborhood Plan text in the attached materials. Thank you for your consideration in reviewing these issues. Please let me know if you have questions or need additional information.

Best Regards,

Jasmine Fast, Associate Planner, Jones Engineers, Inc.
Single Family Lands Subject to Prerequisite and Special Considerations, Environmental Limitations


Samish Neighborhood Areas 4, 5 & 6:
Projected yield: 385 Single-Family Homes – Not Achievable

Limiting Regulations: Prerequisite Considerations & Special Conditions
- Comprehensive Stormwater Plan – Padden Creek
- San Juan Arterial Requirements
- Governor Road Arterial Requirements
- Water Supply / Fire Flow Requirements
- Large portion of the Area currently subject to Forest Practice Permit Moratorium
- Secondary Fire Access
- References: See attached

Whatcom Falls Neighborhood Areas 8, 8E, and 11:
Projected yield: 349 Single Family Homes – Not Achievable

Limiting Regulations: Prerequisite Considerations & Special Conditions
- Lopez Street Collector Requirements
- San Juan Connector Requirements (Byron Consolidation)
- Secondary Fire Access / Road Grades
- References: See attached

Cordata Neighborhood Area 20:
Projected yield: 119 Single-Family Homes – Not Achievable

Limiting Regulations: Prerequisite Considerations & Special Conditions
- Extension of Sewer Mains (No sewer mains in the area north of Costco/Aurora Court)
- Sewer Lift Station
- Aldrich Road Arterial Requirements
- Larrabee Road Arterial Requirements
- Northwest Avenue Principal Arterial Requirements
- References: See attached

Barkley Neighborhood Area 28:
Projected yield: 126 Single-Family Homes – Not Achievable

Limiting Regulations: Prerequisite Considerations & Special Conditions
- Extension of Water and Sewer Mains (no sewer on the north side of Mt. Baker Highway)
- Dewey Road Arterial Requirements
- East Bakerview Road Arterial Requirements
- Pipelines / Power Lines, Auto Salvage Yard
Infrastructure Gap deductions applied to areas in the City and unincorporated UGA that will rely on owners/developers of private property to help fund and/or build road and utility infrastructure to enable development. Areas were evaluated by City staff informed by adopted infrastructure plans and grouped into categories based on estimated development horizons. These deductions are not intended to reflect land eliminated from the buildable supply, rather they are intended to reflect potential delays in availability of development capacity due to the time required to complete road and utility infrastructure systems.
Samish Neighborhood Subarea 4 & 5: Area of Significant Prerequisite Conditions

San Juan Connector and Governor Rd are required prior to development in accordance with the Samish Neighborhood Plan. Future units assigned are drawn from the 2022 Buildable Lands Report.

Total units: 235

Map authored by: 1 Foot 3.00 2033 Data sourced from the Whatcom County Buildable Lands Report 12/05/2022
20.00.150  Samish neighborhood table of zoning regulations.

**SAMISH NEIGHBORHOOD ZONING MAP**

<table>
<thead>
<tr>
<th>AREA</th>
<th>ZONING DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Commercial, Pub</td>
</tr>
<tr>
<td>2</td>
<td>Commercial, Planned</td>
</tr>
<tr>
<td>3</td>
<td>Commercial, Planned</td>
</tr>
<tr>
<td>4</td>
<td>Res. Multi, Planned</td>
</tr>
<tr>
<td>5</td>
<td>Res. Single</td>
</tr>
<tr>
<td>6</td>
<td>Res. Single</td>
</tr>
<tr>
<td>7</td>
<td>Public, Open Space/Park/Recreation</td>
</tr>
<tr>
<td>8</td>
<td>Rec. Multi, Planned</td>
</tr>
<tr>
<td>9</td>
<td>Commercial, Planned</td>
</tr>
<tr>
<td>10</td>
<td>Commercial, Planned</td>
</tr>
<tr>
<td>11</td>
<td>Hotel, Inn</td>
</tr>
</tbody>
</table>

(Map showing zoning designations and areas in the Samish neighborhood.)
### Areas 1 - 11

<table>
<thead>
<tr>
<th>Area</th>
<th>Zoning</th>
<th>Use Qualifier</th>
<th>Density</th>
<th>Special Conditions</th>
<th>Prerequisite Considerations</th>
<th>Special Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Residential Single</td>
<td>Detached, cluster detached</td>
<td>12,000 sq. ft. minimum detached lot size.</td>
<td>Traffic, view, clearing, Connelly/34th/Harrison arterial route, buffer Interstate 5.</td>
<td>concurrent with development of the area.</td>
<td>Byron/Consolidation Pkwy. (Yew/Samish Connector).</td>
</tr>
<tr>
<td>5</td>
<td>Residential Single</td>
<td>Detached, cluster</td>
<td>20,000 sq. ft. minimum detached lot size.</td>
<td>Clearing, view, minimize impervious surfaces, traffic.</td>
<td>Development of a comprehensive stormwater drainage plan for the area.</td>
<td></td>
</tr>
<tr>
<td>5A</td>
<td>Residential Single</td>
<td>Detached</td>
<td>7,201 sq. ft. minimum detached lot size.</td>
<td>Clearing, view, minimize impervious surfaces, traffic.</td>
<td>None</td>
<td>All lots developed in this area shall be required to submit a tree/vegetation preservation and replacement plan. The plan shall minimize clearing, address tree/vegetation removal, building footprint and a replacement plan for</td>
</tr>
<tr>
<td>Area</td>
<td>Zoning</td>
<td>Use Qualifier</td>
<td>Density</td>
<td>Special Conditions</td>
<td>Prerequisite Considerations</td>
<td>Special Regulations</td>
</tr>
<tr>
<td>------------</td>
<td>----------------</td>
<td>---------------</td>
<td>------------------------</td>
<td>--------------------</td>
<td>-----------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>6</td>
<td>Residential</td>
<td>Parks, open</td>
<td>20,000 sq. ft. minimum</td>
<td>Access, view, clearing, natural buffers to the park and Interstate 5.</td>
<td>All development must be served by utilities (water and sewer). Development of a comprehensive stormwater drainage plan for the area.</td>
<td>those trees/vegetation to be removed.</td>
</tr>
<tr>
<td>7</td>
<td>Public</td>
<td>N/A</td>
<td>1 lot/20,000 sq. ft. overall density.</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>8</td>
<td>Residential</td>
<td>Planned</td>
<td>Low</td>
<td>Traffic, view, clearing, buffer Interstate 5.</td>
<td>Adequate fire flow.</td>
<td>Res. 98.82.</td>
</tr>
<tr>
<td>9</td>
<td>Commercial</td>
<td>Planned (see Special Regulations for uses)</td>
<td>N/A</td>
<td>Access, street, improvements, view, topography, buffers.</td>
<td>Uses are permitted as specified in Chapter 20.38.</td>
<td>Uses are permitted except 1. Residential uses are permitted outright.</td>
</tr>
<tr>
<td>10</td>
<td>Commercial</td>
<td>Planned</td>
<td>N/A</td>
<td>Access, street, improvements, view, topography, buffers.</td>
<td>Adequate fire flow.</td>
<td>Uses are limited to offices only as defined in BMC 20.08.020.</td>
</tr>
</tbody>
</table>
Samish Neighborhood Plan

IV. Circulation

Samish Neighborhood Priorities for Circulation:

A. The Transportation Element of the Comprehensive Plan provides a circulation plan and layout of neighborhood primary, secondary and collector arterials. The neighborhood strongly recommends that infrastructure be in place or constructed as development occurs. Enhanced circulation and connectivity will relieve pressure on existing arterials and will disperse traffic more equitably throughout the Samish Neighborhood.

B. Plan for adequate access to public services and public transportation for developed and undeveloped areas in Samish Neighborhood.

Existing

Currently, the Samish Neighborhood depends upon Samish Way as its main connection to the rest of Bellingham. Most of this area's development has occurred along narrow residential streets which branch off from Samish Way. Mill Avenue, a typical example, is a steep, narrow street connected to Samish Way via two consecutive right angle turns on a steep grade. This street is barely adequate to serve the needs of the current residents and is incapable of handling additional traffic from future housing developments in the vicinity. Thus, new ways must be found to provide adequate access to the new residences along the Samish hillside.

Westward travel from the Samish Neighborhood is currently limited to the extension of Old Fairhaven Parkway via Connelly Avenue. Old Fairhaven Parkway is currently reached from central Samish by 36th Street and from south Samish by a circuitous route along 36th, South, 37th, Harrison, 38th, Broad, 40th, and Wilkin Streets, (also known as the “Stair step Streets”). Neither route provides a safe or satisfactory connection with the remainder of south and west Bellingham or with the Interstate-5 interchange at the Old Fairhaven Parkway. Traffic problems along this connection may increase as the Samish Neighborhood continues to grow. Therefore, Samish Neighborhood strongly recommends new, more direct routes be developed, to facilitate east/west travel in the Samish area.

The Stair Steps streets are currently classified as an arterial connection to provide a traffic circulation link between the Samish Neighborhood, Interstate-5, and commercial services in the southwestern portion of Bellingham. The neighborhood feels very strongly that the current situation is extremely dangerous. There should be safe passage in the Stair Steps corridor, e.g., sidewalks and or trails, bike lanes, or trails that connect to Padden Creek trail on
at least one side of the street. The streets themselves may not need to be widened if a separated path or other type of pedestrian and bicycle facilities can be provided. The Public Works Department and Samish Neighborhood will work together to address pedestrian, bicycle, and traffic safety on the Stair Step Streets.

The Samish Way / Interstate-5 overpass was reconstructed in 1999, and included the construction of Elwood Ave. from Lincoln/Samish to 40th Street. In recent years, considerable residential development has occurred east of Samish Way especially east of 40th Street. A few years ago, because of efforts of the Samish Neighborhood Association, 40th Street was reclassified from a secondary arterial to a collector arterial. Since the developments east of 40th Street and the completion of 40th Street from Elwood and Ashley to the Samish Way I-5 interchange, there has been a significant increase in traffic on 40th Street. Samish residents feel as though 40th Street has become a *de facto* secondary arterial.

Samish neighborhood residents want to work very closely with the City to ensure that neighborhood residents are part of the process and are involved in discussions about widening, sidewalk installation and bike lanes on 40th Street.

**PROPOSALS**

**Arterials**

The Transportation Element of the Comprehensive Plan identifies the arterial transportation network that is anticipated to be needed to accommodate the future development and population of the Samish Neighborhood and the Yew Street Urban Growth Area.

Private development is required to fund the construction of a Governor Road collector arterial from its current terminus north of Samish Way, over Samish Hill, and connected to San Juan Boulevard in the vicinity of 48th Street (See map of existing and future arterials, below). Private development will also be required to construct Wildwood Drive and Palmer Road as future east-west collector arterials that will tie into the new section of Governor Road. Opportunities for a range of single family and multi family densities along San Juan Boulevard and Governor Road should be considered in addition to mixed uses to support public transportation.

In order to provide traffic relief to 40th Street and encourage alternate traffic patterns, it is important that the expansion of San Juan Boulevard and Governor Road be constructed concurrent with new development to minimize through traffic on local residential streets. All new developments that will generate traffic to these arterials will be required to participate in the development and cost of that new arterial.
Construction of the San Juan Blvd should meet the following conditions:

1. When completed, San Juan Boulevard will be a full standard secondary arterial including stormwater, pedestrian and bicycle facilities along its full length.

2. Bicycle and pedestrian facilities on San Juan Boulevard must be completed, consistent with City Council resolution passed on May 21, 2007, and exceptions should be considered for developments of four or fewer lots.

3. Where possible, Samish Neighborhood strongly recommends San Juan Boulevard employ design and landscaping techniques to provide traffic calming along the corridor.

Residential Street Standards

New residential street construction should be required to meet City street standards.

Existing arterial streets should be made to meet reasonable standards without requiring the additional rights-of-way unless a safety hazard has been determined to exist.

Where right-of-way and/or environmental conditions allow, arterial streets should provide curbs and gutters, planter strips and street trees, sidewalks and bikeways on both sides.

Residential streets should provide a sidewalk on one side, and should allow parking on one side to calm traffic.

Bikeways

Bikeways are needed on all arterial streets.

The 1980 five-year plan recommended the installation of a bikeway along Samish Way from the I-5 overpass to Padden Park.

The 2006 Transportation Element of the Bellingham Comprehensive Plan identifies this project as follows:
- Samish Way corridor needs 3-lane improvements for the entire corridor. Sidewalks should be included along the corridor and enhanced pedestrian crossings should be installed at 40th and 36th Streets. Pedestrian safety improvements should be made at the Interstate-5 Freeway off-ramp at Samish Way. Bike lanes on both sides of Samish Way from I-5 / Elwood to Lake Padden should be a priority multimodal project and take precedence over the widening of Samish Way.
AREA 4

This area is characterized by a mix of relatively small platted lots, large holdings, and the Ridgemont subdivision. Development in parts of this area has taken place at a somewhat higher density than the rest of the neighborhood. To be sure, topographic and drainage features have been a source of problems and concern for many people in the Samish Neighborhood. Because of these problems and the existing development pattern, a 12,000 square foot density is appropriate.

Area 4 Land Use Designation: Single Family Residential, Low Density

AREA 5

This area encompasses the majority of the Samish Neighborhood. The area east of 40th Street is characterized by steep, undeveloped hillsides, lack of sewers, and few existing roads. The homes along Samish Way, the area around Connelly, South and Harrison Streets, and the area accessed from Samish Way up Mill Street comprise most of the residential portions of the Samish Neighborhood.

It is felt that clustering in this area can help to minimize impervious surfaces, minimize disturbance to the steepest, most sensitive areas, provide open space, and to a certain extent mitigate the drainage problems of this area. The special conditions relate to the sensitive character of the land. Mitigating the impacts from these physical characteristics can protect existing development from incurring additional adverse effects and provide a more compatible development pattern in this area.

Area 5 Land Use Designation: Single Family Residential, Low Density

AREA 5A

This area is approximately 2.19 acres in size and is bordered by Lindsay Avenue to the north, Connelly Avenue to the south, and Samish Way to the west. The area was rezoned in 2007 from 20,000 square feet per detached single family residence to 7,201 square feet per detached single family residence.
The area is characterized as forested with the potential for views of Bellingham Bay. Tree retention and / or preservation language should be considered for the zoning table to help maintain the area's wooded atmosphere and important natural qualities.

Area 5A Land Use Designation:  Single Family Residential, Low Density

AREA 6
This area is characterized by extremely steep slopes and is bounded by the Padden Creek channel to the north. Access to the area is difficult and it is not presently served by sewer or water. A large part of the area is platted into small lots which, from a practical standpoint, are undevelopable because of the area's terrain. Because of the costs which would be incurred with development of this area, it is expected that few changes will occur in the immediate future. When development occurs it should be carefully regulated to make sure that any proposal is compatible with the area's physical characteristics.

Area 6 Land Use Designation:  Single Family Residential, Low Density

AREA 7
The entire area is in public ownership and the existing land use is projected to remain the same.

Area 7 Land Use Designation:  Public

AREA 8
This property because of its irregular size and shape and environmental limitations should have the opportunity to develop with some attached housing designed in a manner sensitive to adjacent single family homes, especially to their territorial views. No direct curb cuts should be allowed to Samish Way and clearing limited to the greatest extent possible.

Area 8 Land Use Designation:  Multifamily Residential, Low Density
The Transportation Element of the 2006 Bellingham Comprehensive Plan requires private development to fund the construction of a Governor Road collector arterial from its current terminus north of Samish Way, over Samish Hill, and connected to San Juan Blvd in the vicinity of 48th Street (See Table on previous page). Private developers will also be required to construct Wildwood Drive and Palmer Road as future east-west collector arterials that will tie into the new section of Governor Road (See map below).
Table C. below shows transportation intersection and arterial street improvements that are considered necessary to accommodate planned growth and development inside of the 2016 City limits in the years 10 through 20 of the planning period (2027-2036). The estimated costs are based on the linear foot costs of the funded arterial street improvements in the first five years (2016-2020).

<table>
<thead>
<tr>
<th>Arterial Street Improvements Needed to Accommodate Planned Growth and Development: 2028-2037</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C. Arterial and Intersection Improvements Not Yet Funded 2028-2037</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2016 City Limits Project Location</th>
<th>From</th>
<th>To</th>
<th>Linear Feet</th>
<th>Planned Improvements</th>
<th>Estimated Cost</th>
<th>Funded?</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Private/TIF</th>
<th>Plan to Fund?</th>
<th>Construction</th>
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<tbody>
<tr>
<td>James Street, Phase 2 Bakerview</td>
<td>Kellogg</td>
<td>1,750</td>
<td>Widen to Urban Arterial - Sidewalks, bike lane, 2 travel lanes, left-turn lanes.</td>
<td>$5,688,000</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Street, Phase 3 Gouding</td>
<td>Van Wyck</td>
<td>3,600</td>
<td>Widen to Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$11,700,000</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. Maplewood, Phase 2 Alderwood</td>
<td>City limit</td>
<td>2,250</td>
<td>Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.</td>
<td>$7,000,000</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Wyck</td>
<td>James</td>
<td>SR 539</td>
<td>2,000</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$9,000,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tull</td>
<td>Kellogg</td>
<td>Stuart</td>
<td>1,100</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$3,500,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
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<tr>
<td>Deemer</td>
<td>Stuart</td>
<td>Horton</td>
<td>2,000</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$6,500,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Bakerview</td>
<td>Deemer</td>
<td>Hannegan</td>
<td>3,500</td>
<td>Widen to Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, center left-turn lane.</td>
<td>$11,000,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>Horton</td>
<td>SR 539</td>
<td>Deemer</td>
<td>1,150</td>
<td>Widen to Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$3,700,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
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<td>Kline</td>
<td>Cordata</td>
<td>Aldrich</td>
<td>2,500</td>
<td>Widen to Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$8,100,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iron Gate</td>
<td>Ross Rd</td>
<td>Hannegan</td>
<td>1,300</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$4,200,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larabee</td>
<td>Aldrich</td>
<td>Northwest</td>
<td>1,600</td>
<td>Reconstruct to Urban Arterial standard - Sidewalks, bike lanes, 2 travel lanes.</td>
<td>$5,200,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arctic</td>
<td>Maloya</td>
<td>June</td>
<td>1,300</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$4,200,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake</td>
<td>Arctic</td>
<td>Northwest</td>
<td>200</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$760,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Juan</td>
<td>Pacificview</td>
<td>40th St</td>
<td>4,000</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$13,000,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Governor</td>
<td>Mahonis</td>
<td>San Juan</td>
<td>5,300</td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td>$17,200,000</td>
<td>No</td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>New Urban Arterial - Sidewalks, bike lanes, 2 travel lanes, left-turn lanes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total Yet to be Funded</td>
<td>$15,000,000</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td>Private; SPDA mitigation</td>
<td>2028-2037</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Citywide</td>
<td>Arterial Street Resurfacing, Repair, Maintenance</td>
<td>$45,000,000</td>
<td>No</td>
<td>100%</td>
<td>No</td>
<td></td>
<td>2028-2037</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ped Master Plan</td>
<td>Various Tier 1, 2, 3 Sidewalk Links</td>
<td>$12,000,000</td>
<td>No</td>
<td>5%</td>
<td>15%</td>
<td>75%</td>
<td>5%</td>
<td>2028-2037</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bike Master Plan</td>
<td>Various Tier 1, 2, 3 Bikeway Links</td>
<td>$10,000,000</td>
<td>No</td>
<td>5%</td>
<td>25%</td>
<td>65%</td>
<td>5%</td>
<td>2028-2037</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$180,888,000</td>
<td>Unfunded</td>
</tr>
</tbody>
</table>
Ten-Year Statement of Intent

Landowner’s statement to maintain lands within an Urban Growth Area as forest lands for a ten-year period from the date of approval of the Landowner’s Forest Practices Application/Notification

<table>
<thead>
<tr>
<th>Legal Name of Landowner</th>
<th>Samish Heights, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mailing Address:</td>
<td>Phone: (360) 201-4415</td>
</tr>
<tr>
<td>994 Cliveden Ave</td>
<td>Email: <a href="mailto:jseguin@englishbayenterprises.com">jseguin@englishbayenterprises.com</a></td>
</tr>
<tr>
<td>Delta, BC V3M5R5</td>
<td></td>
</tr>
<tr>
<td>City or County Parcel(s) located in:</td>
<td>Bellingham, WA</td>
</tr>
<tr>
<td>Tax Parcel Number(s)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>See attached</td>
</tr>
</tbody>
</table>

I am the legal owner of the above listed parcel(s) and by way of this statement; I am opting out of the requirements of a Class IV-General Forest Practice Application within an urban growth area.

I assure the local government and the State of Washington, that by opting out, I intend NOT TO CONVERT TO A USE OTHER THAN COMMERCIAL FOREST PRODUCT OPERATIONS FOR A TEN YEAR PERIOD from the date of approval of the application or notification for the parcel(s) listed above; and I will manage the forest land in accordance with the accompanying forest management plan.

Landowner Signature: [Signature]

Date: Nov 15/2018
<table>
<thead>
<tr>
<th>Section</th>
<th>Township</th>
<th>Range</th>
<th>E/W</th>
<th>Tax Parcel Info</th>
<th>County</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>37</td>
<td>3</td>
<td>E</td>
<td>370305140170</td>
<td>Whatcom</td>
<td>16.8</td>
</tr>
<tr>
<td>5</td>
<td>37</td>
<td>3</td>
<td>E</td>
<td>370305166105</td>
<td>Whatcom</td>
<td>30.1</td>
</tr>
<tr>
<td>5</td>
<td>37</td>
<td>3</td>
<td>E</td>
<td>370305228068</td>
<td>Whatcom</td>
<td>20.26</td>
</tr>
</tbody>
</table>
Ten-Year Forest Management Plan for Property Located within an Urban Growth Area

<table>
<thead>
<tr>
<th>Legal Name of Landowner:</th>
<th>Samish Heights LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>City or County Parcel(s) located in:</td>
<td>Bellingham, WA</td>
</tr>
<tr>
<td>Mailing Address:</td>
<td>904 Cliveden Ave</td>
</tr>
<tr>
<td>Section/Township/Range:</td>
<td>5/37/03 East</td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Delta, BC V3M5R5</td>
</tr>
<tr>
<td>Tax Parcel Number(s):</td>
<td>See Attached</td>
</tr>
<tr>
<td>Phone:</td>
<td>(360) 201-4415</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:jseguin@englishbayenterprises.com">jseguin@englishbayenterprises.com</a></td>
</tr>
<tr>
<td>Total Acres:</td>
<td>67</td>
</tr>
<tr>
<td>Forested Acres:</td>
<td>57</td>
</tr>
</tbody>
</table>

Elements of Plan

Landowner’s Forest Management Goals:  
Landowner plans to harvest poorly stocked and diseased stands and replant with diverse, well-stocked and managed stands.

<table>
<thead>
<tr>
<th>Type of Harvest:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒ Even-aged</td>
</tr>
<tr>
<td>☐ Uneven-aged</td>
</tr>
<tr>
<td>☐ Salvage of dead, down dying trees</td>
</tr>
<tr>
<td>☐ Other:</td>
</tr>
</tbody>
</table>

| % of removal: | |

<table>
<thead>
<tr>
<th>Type of Reforestation:</th>
<th>Use this section if harvest does not result in well-spaced residual trees capable of fully utilizing the growing capacity of the site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒ Plant:</td>
<td>Species</td>
</tr>
<tr>
<td></td>
<td>Fir, Cedar, Hemloc</td>
</tr>
<tr>
<td></td>
<td># of Seedlings per Acre</td>
</tr>
<tr>
<td></td>
<td>Month/Year of Planting</td>
</tr>
<tr>
<td>☐ Natural Reforestation:</td>
<td>describe or attach your Natural Regeneration Plan.</td>
</tr>
</tbody>
</table>

Scheduled reforestation check(s):

| Month/Year | Month/Year | Month/Year | Month/Year |

Time of competing vegetation checks within the first five years:

| Month/Year | Month/Year | Month/Year | Month/Year |

Proposed methods of controlling competing vegetation:

| ☒ Mechanical | ☐ Chemical | ☒ Other: Drone technologies |
Forest Practices Application/Notification
Notice of Decision

Decision

[ ] Notification
Operations shall not begin before the effective date.

[X] Approved
This Forest Practices Application is subject to the conditions listed below.

[ ] Disapproved
This Forest Practices Application is disapproved for the reasons listed below.

[ ] Closed
Applicant has withdrawn FPA/N.

FPA/N Classification

[ ] Class II
[x] Class III
[ ] Class IVG
[ ] Class IVS

Number of Years Granted on Multi-Year Request

[ ] 4 years
[ ] 5 years

Conditions on Approval / Reasons for Disapproval

Note: Areas within one and half tree-lengths of permanent structures frequented by humans are considered to be non-forestland and are not regulated by DNR. For this FPA, City of Bellingham regulates these areas. It is recommended that the Landowner contact the City prior to cutting trees within these areas.

Issued By: Dave Klingbiel

Title: Chuckanut Forest Practice Forester

Region: Northwest

Date: 12/6/2018

Copies to:

[X] Landowner, Timber Owner and Operator.

Issued in person:

[ ] Landowner [ ] Timber Owner [ ] Operator

By: ________________________________

Washington State Department of Natural Resources • Notice of Decision • August 5, 2013
Appeal Information

You have thirty (30) days to appeal this Decision and any related State Environmental Policy Act determinations to the Pollution Control Hearings Board in writing at the following addresses:

**Physical address:** 1111 Israel Rd. SW, Ste 301, Tumwater, WA 98501
**Mailing address:** P.O. BOX 40903, OLYMPIA, WA 98504-0903

Information regarding the Pollution Control Hearings Board can be found at: [http://www.eahuo.wa.gov](http://www.eahuo.wa.gov)

At the same time you file an appeal with the Pollution Control Hearings Board, also send a copy of the appeal to the Department of Natural Resources’ region office and the Office of the Attorney General at the following addresses:

Office of the Attorney General  
Natural Resources Division  
1125 Washington Street SE  
PO Box 40100  
Olympia, WA 98504-0100

And

Department Of Natural Resources  
Northwest Region  
919 N Township Street  
Sedro-Woolley, WA 98284

Other Applicable Laws

Operating as described in this application/notification does not ensure compliance with the Endangered Species Act, or other federal, state, or local laws.

Transfer of Forest Practices Application/Notification (WAC 222-20-010)

Use the “Notice of Transfer of Approved Forest Practices Application/Notification” form. This form is available at region offices and on the Forest Practices website: [http://www.dnr.wa.gov/businesspermits/forestpractices](http://www.dnr.wa.gov/businesspermits/forestpractices)

Notify DNR of new Operators within 48 hours.

Continuing Forest Land Obligations (RCW 76.09.060, RCW 76.09.070, RCW 76.09.390, and WAC 222-20-055)

Obligations include reforestation, road maintenance and abandonment plans, conversions of forest land to non-forestry use and/or harvest strategies on perennial non-fish habitat (Type Np) waters in Eastern Washington.

Before the sale or transfer of land or perpetual timber rights subject to continuing forest land obligations, the seller must notify the buyer of such an obligation on a form titled “Notice of Continuing Forest Land Obligation”. The seller and buyer must both sign the “Notice of Continuing Forest Land Obligation” form and send it to the DNR Region Office for retention. This form is available at DNR region offices.

If the seller fails to notify the buyer about the continuing forest land obligation, the seller must pay the buyer’s costs related to continuing forest land obligations, including all legal costs and reasonable attorneys’ fees incurred by the buyer in enforcing the continuing forest land obligation against the seller.

Failure by the seller to send the required notice to the DNR at the time of sale will be prima facie evidence in an action by the buyer against the seller for costs related to the continuing forest land obligation prior to sale.

DNR affidavit of mailing:

On this day 12/7/2018, I placed in the United States mail at Sedro-Woolley, WA, postage paid, a true and accurate copy of this document, Notice of Decision. FPA #: 2816729

[Signature]

Braelyn Hamilton

(Printed name)

Washington State Department of Natural Resources • Notice of Decision • August 5, 2013
Legend

- Harvest Area
- Existing Road
- New Construction
- Forested Wetland
- DNR Registration Point
- WA Cadastre Point
- S
- F
- Np
- Ns

Samish Heights Forest Practice Activity Map

T37 R03E S5
Whatcom County

Roots Forestry Consulting LLC 2018
1 inch = 1,000 feet
Whatcom Falls Neighborhood Subarea 8, 8E, 11, and UGA: Area of Significant Prerequisite Conditions

Lopez Street Collector is required prior to development in accordance with Ordinance No. 2003-12-085 and the Whatcom Falls Neighborhood Plan. Future units assigned are drawn from the 2022 Buildable Lands Report.

Total units: 349

Map authored by J. Fast | 3.06.2023
Data sourced from the Whatcom County Buildable Lands Report | 12.05.2022
20.00.230 Whatcom Falls table of zoning regulations.
<table>
<thead>
<tr>
<th>Area</th>
<th>Zoning</th>
<th>Use Qualifier</th>
<th>Density</th>
<th>Special Conditions</th>
<th>Prerequisite Considerations</th>
<th>Special Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Residential Single</td>
<td>Detached, cluster detached (Ord. 8493)</td>
<td>10,000 sq. ft. minimum detached lot size</td>
<td>Clearing; no traffic allowed to access residential streets north of subarea boundary.</td>
<td>The Byron-Consolidation (San Juan Blvd.) and Yew St. arterials should be upgraded to recommended standards before the area is developed.</td>
<td>None 1 lot/10,000 sq. ft. average overall cluster density. Minimum cluster lot size 7,200 sq. ft.</td>
</tr>
<tr>
<td>8E</td>
<td>Residential Single</td>
<td>Detached, cluster detached (Ord. 8493)</td>
<td>10,000 sq. ft. minimum detached lot size 1 lot/10,000 sq. ft. average overall cluster density. Minimum cluster lot size 5,000 sq. ft.</td>
<td>Clearing; Lopez St. collector requirement (see Ord. 2003-12-085).</td>
<td>The Byron-Consolidation (San Juan Blvd.) and Yew St. arterials should be upgraded to recommended standards before the area is developed.</td>
<td>See Ord. 2003-12-085</td>
</tr>
<tr>
<td>8W</td>
<td>Residential Single</td>
<td>Detached, cluster detached (Ord. 2007-11-085; Concomitant Agreement)</td>
<td>10,000 sq. ft. minimum detached lot size. 1 lot/10,000 sq. ft. average overall cluster density. Minimum cluster lot size 5,000 sq. ft.</td>
<td>Preservation of the Cemetery Creek corridor, clearing.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Area</td>
<td>Zoning</td>
<td>Use Qualifier</td>
<td>Density</td>
<td>Special Conditions</td>
<td>Prerequisite Considerations</td>
<td>Special Regulations</td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
<td>---------------------------</td>
<td>----------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>9</td>
<td>Residential</td>
<td>Single Detached</td>
<td>10,000 sq. ft. min. detached lot size</td>
<td>Clearing</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>10</td>
<td>Public</td>
<td>Schools/open space</td>
<td>N/A</td>
<td>According to previous agreement</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>11</td>
<td>Residential</td>
<td>Single Detached, cluster</td>
<td>20,000 sq. ft. minimum detached lot size</td>
<td>Clearing; limit access to Lakeway via Birch and Portal; Lopez St. collector requirement (see Ord. 2003-12-085).</td>
<td>None</td>
<td>See Ord. 2003-12-085</td>
</tr>
<tr>
<td>12</td>
<td>Residential</td>
<td>Multi Multiple, mixed (funeral home)</td>
<td>Low</td>
<td>Dedicate street right-of-way; buffer trail along northern boundary of the area to the specifications of the parks director.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>13</td>
<td>Residential</td>
<td>Single Detached, cluster attached and</td>
<td>7,200 sq. ft. per dwelling unit; up to 3,600 sq. ft. per dwelling unit using</td>
<td>In addition to arterial streets, provide local pedestrian and vehicular</td>
<td>None</td>
<td>Duplex and multifamily units shall require planned</td>
</tr>
</tbody>
</table>
Whatcom Falls Neighborhood Plan

limits at Scenic Way, Lakeway Drive has one travel lane in each direction. Curbs, gutters, storm drains, and sidewalks exist on both sides and in 2011, the City resurfaced much of Lakeway Drive and added bike lanes from the City limits to Yew Street.

**Electric Avenue (Secondary Arterial)**

Electric Avenue connects the Whatcom Falls Neighborhood to Whatcom Falls Park, a small commercial center, Bloedel-Donovan Park, Lake Whatcom, Alabama Street, and the Silver Beach Neighborhood. In 2010, Electric Avenue carried 8,500 vehicles per day along the one mile stretch between Lakeway Drive and Alabama Street. In 2011, the City constructed new curb, gutter, sidewalk, and a flashing crosswalk and transit bus pull-out on Electric Avenue at Portal Drive. Bike lanes were also installed on Electric Avenue between Lakeway Drive and Birch Street. From Portal Drive to Ohio Street, Electric Avenue has one concrete travel lane in each direction with 6-foot wide asphalt shoulders.

Electric Avenue is listed as a priority for pedestrian improvements in the 2012 Pedestrian Master Plan and both bicycle and pedestrian improvements are listed as priorities in the Comprehensive Plan, but making improvements to concrete streets is much more difficult and expensive than asphalt streets. To date, the City has struggled to find ways to improve this one-mile stretch of Electric Avenue with pedestrian and bicycle facilities. Concrete sidewalk construction is expensive and requires curb, gutter, storm drain systems, and off-site mitigation for storm water run-off from impervious surfaces. The City will continue to look for opportunities to provide a pathway or sidewalk, as well as bike lanes, on Electric Avenue.

**Yew Street (Secondary Arterial)**

Yew Street connects Lakeway Drive and Woburn Street and the Whatcom Falls Neighborhood to the City limits at San Juan Boulevard and through the unincorporated Yew Street Road Urban Growth Area (UGA) to Lake Padden Park and Samish Way. In 2010, Yew Street carried 6,100 vehicles per day. Yew Street has one travel lane in each direction with curb, gutter, storm drains, and sidewalk on both sides between Lakeway Drive and Wade King Elementary School. Marked bike lanes exist on portions of Yew Street inside the City while unmarked 8-foot shoulders exist on the portion of Yew Street Road south of the City limits to the elementary school.

**San Juan Boulevard (Collector Arterial)**

San Juan Boulevard generally marks the southern City limits and connects Yew Street to residential subdivisions in both the Puget and Whatcom Falls Neighborhoods. In 2010, San Juan Boulevard carried 600 vehicles per day. The 2006 Bellingham Comprehensive Plan Transportation Element lists a future arterial connection of San Juan Boulevard from Pacificview Avenue to 40th Street/Elwood and Interstate 5/Samish Way to adequately serve development allowed on Samish Hill and provide a new transportation connection that would provide benefit to the entire transportation network in southeast Bellingham.
The Public Works Department spent several years designing and engineering a feasible San Juan Boulevard alignment, attempting to acquire public right-of-way, and secure adequate funding for construction. Due to extensive critical areas and associated mitigation requirements, the City does not have the financial resources to complete this project and the San Juan Boulevard project has been officially decommissioned.

**Lopez Avenue (Planned Collector Arterial)**
As of 2012, Area 8E, the southern portion of the Whatcom Falls Neighborhood east of Yew Street is undeveloped, and zoned Residential Single. Before home construction can begin in Area 8E and Area 11 that are within the Lopez Street Collector Requirement Area, the City will require developers to construct Lopez Avenue to collector arterial standards. This new street will serve as the sole access in and out of Area 8E and a portion of Area 11, without connection to any other residential street in the Whatcom Falls Neighborhood as per specific requirements listed for Area 8 immediately to the north of Area 8E.

**Pedestrian Master Plan**
The City of Bellingham has identified citywide needs and priorities for sidewalk infill, sidewalk widening, and crossing improvements on arterial streets in the Bellingham Pedestrian Master Plan, which was approved by City Council in August 2012. The Pedestrian Master Plan is available on the City web site at https://cob.org/services/planning/transportation-planning/pedestrian-master-planning.

**Bicycle Master Plan**
The City of Bellingham has identified citywide needs for marked bicycle lanes in the 2006 Transportation Element of the Bellingham Comprehensive Plan http://www.cob.org/services/neighborhoods/community-planning/transportation/long-range-planning.aspx, but in 2014 will complete a Bicycle Master Plan that will enhance and expand the list of needs, broaden the types of bicycle facilities planned for, and identify priorities for bicycle infrastructure investments.

**Whatcom Transportation Authority (WTA)**
The Whatcom Falls Neighborhood is served by several WTA transit routes on Lakeway Drive (Routes 512, 525, 540), Electric Avenue (Route 525), and Yew Street (Routes 43, 44). Route schedules are available on the WTA web site at http://www.ridewta.com.
Area 8 West

**AREA 8 WEST LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY**

Area 9

**AREA 9 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY**

Area 10

This land is in public ownership and is the site of Kulshan Middle School.

**AREA 10 LAND USE DESIGNATION: PUBLIC**

Area 11

This area is designated as Residential Single with a density of 20,000 square feet per unit. The steep topography and resultant drainage problems, combined with difficult access routes place limitations on the density of this area. Efforts should be made to mitigate these impacts as this sensitive hillside develops.

**AREA 11 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY**

Area 12

This area is designated Residential-Multi, Multiple, Mixed (Funeral Home) with a low density residential designation. The mixed-use qualifier allows construction of a funeral home adjacent to the public cemetery. Low-density residential use also may be developed. The area of approximately 2 acres is bounded in the north and east by Bayview Cemetery, on the south by Lakeway Drive and on the west by Woburn Street.

An east/west bicycle and pedestrian trail runs along the northerly boundary of the site. Landscape buffering shall be provided as required by the Director of Parks and Recreation. Future street expansion at the intersection will require dedication of 20 feet along Lakeway Drive and 10 feet along Woburn Street.

**AREA 12 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, LOW DENSITY**
ORDINANCE NO. 2003-12-085

AN ORDINANCE RELATING TO LAND USE REGULATIONS AND ZONING AMENDING ORDINANCE 9024, IN ACCORDANCE WITH THE COMPREHENSIVE PLAN / NEIGHBORHOOD PLAN AMENDMENT (Rezone) ORDINANCE. 1998-02-002.

WHEREAS, in February, 1998, the Bellingham City Council approved Ordinance 1998-02-002 adopting new procedures for the processing of neighborhood plan amendment applications (rezones) in accordance with the Growth Management Act Chapter 36.70A, 130 RCW; and

WHEREAS, these procedures replaced BMC Chapter 20.20 and established a public participation process and other procedures to be followed by applicants and the City in the annual review of rezones outside the ongoing neighborhood plan update process; and

WHEREAS, In accordance with Ordinance 1998-02-002, the Director of Planning and Community Development compiled a list of all rezone requests from property owners; and

WHEREAS, from the list, the Director of Planning and Community Development recommended to the City Council one neighborhood plan text amendment that would have relatively minor or localized impacts on the neighborhood and is, therefore, appropriate to forward to the Planning Commission for the annual Neighborhood Plan Amendment Process; and

WHEREAS, the Bellingham City Council held a public work session on March 11, 2003 to review one neighborhood plan text amendment request and determined the request was appropriate to be considered in the 2003 annual Neighborhood Plan Amendment Process; and

WHEREAS, City Planning staff initiated four (4) neighborhood plan text amendments and rezones to be considered for the 2003 Neighborhood Plan Amendment Process and automatically forwarded these proposed rezones to the Planning Commission to be considered in the 2003 Neighborhood Plan Amendment Process; and

WHEREAS, a determination of non-significance (DNS) was issued for each rezone request consistent with the Washington State Law (RCW 43.21C); and

WHEREAS, the Planning Commission and the City Council considered five neighborhood plan amendments in 2003 authorized under BMC 20.20.000. The Planning Commission and City Council each held public hearings to consider text changes to the South Hill and Guide Meridian Neighborhood Plans, and rezones in the Mount Baker, Whatcom Falls and Lettered Streets Neighborhoods, and

WHEREAS, the Bellingham City Council has the authority to confirm, alter, modify or deny any of the Planning Commission recommendations or decisions; and

Ord. NPA 2003 revised (1)
WHEREAS, the Bellingham City Council in reviewing the Neighborhood Plan Amendment applications considered the six factors listed in the Plan Amendment Ordinance 1998-02-002, and the findings, conclusions and record of the Planning Commission and approved amendments to four of the neighborhood plan, and continued the Old Town/ Lettered Streets Neighborhood Plan Amendment until 2004 as part of Bellingham's Comprehensive Plan Update Process; and

WHEREAS, special conditions are placed on the Mount Baker Neighborhood Plan Amendment; and

WHEREAS, the City of Bellingham owns 6-acres zoned Industrial, Planned, Light Manufacturing and Warehousing in Area 2 of the Mt. Baker Neighborhood; and

WHEREAS, Whatcom County has had a long standing shortage in correction facilities, which shortage negatively impacts the City, and

WHEREAS, Whatcom County is seeking a rezone in the Mount Baker Neighborhood of the 6-acre City-owned property to site essential public facilities, and

WHEREAS, the City Council has agreed to work with Whatcom County to accommodate essential public facilities for these needed government services, and

WHEREAS, the City Council has agreed to rezone the 6-acre property in the Mount Baker Neighborhood on the condition that if Whatcom County fails to purchase, lease, or trade land for Area 2A prior to July 1, 2004, or otherwise communicates its intent to not purchase, lease, or trade land for Area 2A prior that date, the land shall immediately revert to a zoning designation of "Industrial, Planned, Light Manufacturing and Warehousing only" to reflect the existing surrounding uses and zoning designation in Area 2;

NOW THEREFORE, THE CITY OF BELLINGHAM DOES ORDAIN

Section 1. That AREA 10 of the South Hill Neighborhood Plan (Neighborhood Plan map attached) shall be amended to read as shown below:

SOUTH HILL NEIGHBORHOOD

AREA 10

This area consists of the existing Lowell Elementary School and grounds. The Capital Facilities (CF) Element of the Bellingham Comprehensive Plan includes these Goals and Policies:

CFG-11: "Provide and maintain adequate public facilities and service to

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Bellingham, Washington 98225
Telephone (360) 676-6903

Ord. NPA 2003 revised (2)
2004, or otherwise communicates its intent to not purchase, lease, or trade land for Area 2A prior that date, the land shall immediately revert to a zoning designation of “Industrial, Planned, Light Manufacturing and Warehousing only” to reflect the existing surrounding uses and zoning designation in Area 2.

Section 4. that a new AREA 8 East has been created in the Whatcom Falls Neighborhood as shown below and on Exhibit A and that the language as shown below shall apply to AREA 8 East and AREA 11 of the Whatcom Falls Neighborhood Plan:

Lopez Street extending east from Yew Street shall be constructed as a full standard residential collector street prior to acceptance for filing of any short plat, or approval of any final plat for those properties located within the Lopez Street Collector Requirement Area (LSCRA). Exhibit A.

Lopez Street shall be extended east far enough to provide access for all properties within the LSCRA. Alignment shall be generally parallel to the existing power line corridor, except minor alignment variations may be necessary to facilitate construction and provide for right of way centerline transitions. Access via side streets shall be anticipated and provided for all abutting properties in an orderly and efficient manner. Lopez Street shall connect to Kenoyer Drive and Alvarado Dr.

Lopez Street shall not connect to Raymond Street.

A minimum of 60’ of right of way and any necessary slope easements shall be dedicated from those properties within the LSCRA as may be required. Parcel density and residential unit count shall be calculated for each parcel within the LSCRA based on gross parcel area prior to right of way dedication for Lopez Street.

Lopez Street design and construction shall provide for two travel lanes with bike lanes and sidewalks on both sides, street trees and stormwater management. Sidewalks should be setback where feasible and adjacent where necessary due to construction limitations. On street parking shall not be permitted.

All properties within the LSCRA shall be equally responsible for the construction of Lopez Street on a unit cost per residential unit count per parcel basis.

All alignment, construction design, allocation of access points and related features shall be determined by the Public Works and Planning departments. Bonding or suitable surety for completion of construction may be accepted in lieu of construction upon City Council approval.

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Ord. NPA 2003 revised (7)
WHATCOM FALLS NEIGHBORHOOD

AREA 8 East

General Use Type : Residential - Single

Use Qualifier : Detached, cluster detached (Ord. #8403)

Density : 10,000 square feet minimum detached lot size

1 lot/10,000 square feet average overall cluster density, minimum cluster lot size 5,000 square feet

Special Conditions : Clearing, no-traffic allowed to access residential streets north of subarea boundary. Lopez Street Collector Requirement, (See ORD. _______)

Prerequisite Considerations : The Byron-Consolidation and Yew Street should be upgraded to recommended standards before the area is developed.

AREA 11

This area is designed as Residential Single with a density of 20,000 square feet per unit. The steep topography and resultant drainage problems, combined with difficult access routes place limitations on the density of this area. Efforts should be made to mitigate these impacts as this sensitive hillside develops.

General Use Type : Residential - Single

Use Qualifier : Detached, cluster detached

Density : 20,000 square feet minimum detached lot size, 1-lot/20,000 square feet average overall cluster density

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Ord. NPA 2003 revised (8)
Special Conditions: Clearing, limit access to Lakeway via Birch and Portal. Lopez Street Collector Requirement, (See ORD.______)

Prerequisite Considerations: None

PASSED BY COUNCIL this 15th day of December, 2003:

[Signature]
Council President

APPROVED BY ME this 7th day of January, 2004:

[Signature]
Mayor

Attest: [Signature]
Finance Director

Approved as to Form:

[Signature]
Office of the City Attorney

Published: December 19, 2003

City of Bellingham
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210 Lottie Street
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Ord. NPA 2003 revised (9)
20.00.045  Cordata neighborhood table of zoning regulations.

CORDATA NEIGHBORHOOD ZONING MAP
<table>
<thead>
<tr>
<th>Area</th>
<th>Zoning</th>
<th>Use Qualifier</th>
<th>Density</th>
<th>Special Conditions</th>
<th>Prerequisite Considerations</th>
<th>Special Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Residential Single</td>
<td>Detached: cluster, cluster attached, and cluster detached; mixed: limited duplex and multifamily (see Special Regulations)</td>
<td>7,200 sq. ft. per dwelling unit for detached and cluster lots up to 4,300 sq. ft. per dwelling unit using cluster bonus provisions in Chapter 23.08 BMC or adopted city TDR program or the “fee-in-lieu-of” option. Under the fee-in-lieu-of option, a property owner/developer can purchase additional density by paying a fee to the city’s Lake Whatcom watershed property acquisition program (LWWPAP).* The fee for density bonus is calculated on a per dwelling unit basis according to a fee schedule established by the city council. One unit of additional density will be</td>
<td>Critical areas Neighborhood park Provide public trails as indicated in the Bellingham comprehensive plan. Limit access points on arterial streets. Shared access is encouraged.</td>
<td>Extension of water/ sewer mains, and construction of sanitary pump station. Improvement of Northwest Ave. to principal arterial standard and Aldrich Rd. and Larrabee Rd. to collector arterial standards. Construction of Mahogany Ave. to collector arterial standards from Northwest Ave. to Pacific Highway.</td>
<td>Duplex and multifamily units shall require design review approval under Chapter 20.25 BMC and meet Chapter 20.32 BMC. Duplex and multifamily units shall not exceed 25 percent of the total allowed dwelling units for the entire site. Duplex and multifamily building permits shall not be issued until at least 50 percent of the single-family or infill housing units have been constructed on site, except the director may waive this requirement; provided, that the duplex and multifamily housing is abutting or across the street right-of-way from a nonresidential single zone</td>
</tr>
</tbody>
</table>

* The fee for density bonus is calculated on a per dwelling unit basis according to a fee schedule established by the city council. One unit of additional density will be.
Barkley Neighborhood Plan

As adopted by Ordinance No. 2010-12-068 and amended by Ordinance 2015-11-044, 2017-07-018, 2018-12-033 and 2021-10-044.

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

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**AREA 18 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY**

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**AREA 19 LAND USE DESIGNATION: COMMERCIAL**

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**Area 20**

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

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

As determined by the City, an east-west collector arterial corridor should be established generally along the Mahogany Avenue right-of-way between Northwest Avenue and Pacific Highway. Public streets required by new development need to connect to existing public streets wherever possible or provisions need to be made for future connections to the public streets. Cul-de-sacs and dead-end streets are not encouraged and should only be allowed if critical areas warrant. The construction of new street improvements in this area should be coordinated with Whatcom Transportation Authority to ensure that existing transit operations are enhanced or that new transit needs can be accommodated.
When development and redevelopment occur, new and existing substandard streets that would serve the property are required to meet the minimum street standards per Title 13 of the Bellingham Municipal Code (BMC). Vehicle access points on arterial streets should be limited and shared access is encouraged.

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

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

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

**Area 21**

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

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

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

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

**Extension of new water and sewer mains and the development of sewer pump stations will be needed to support development in this area.**
Barkley Neighborhood Subarea 28: Area of Significant Prerequisite Conditions

Map authored by: [Author] Date: [Date]
Data sourced from: [Source]
Buildable Lands Report [Report Date]
20.00.015  Barkley neighborhood table of zoning regulations.

BARKLEY NEIGHBORHOOD ZONING MAP
9. Signage and private lighting shall be designed and installed to minimize illumination of adjacent properties.
10. Trash and recycling areas, and roof-top equipment shall be screened from public view.
11. One privately owned public plaza with seating shall be incorporated into the development of Area 27 to serve building tenants, customers, and members of the public.

### Area 28

<table>
<thead>
<tr>
<th>Area</th>
<th>Zoning</th>
<th>Use Qualifier</th>
<th>Density</th>
<th>Special Conditions</th>
<th>Prerequisite Considerations</th>
<th>Special Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Residential</td>
<td>Single</td>
<td>7,200 sq. ft. per dwelling unit for detached and cluster lots up to 3,600 sq. ft. per dwelling unit using cluster bonus provisions in Chapter 23.08 BMC or adopted city TDR program or the “fee-in-lieu-of” option. Under the fee-in-lieu-of option, a property owner/developer can purchase additional density by paying a fee to the city’s Lake Whatcom watershed property acquisition program (LWWPAP). The fee for density bonus is calculated on a per dwelling unit basis according to a fee schedule established by the city council. One unit of additional density will be allowed for each unit. Critical areas. Buffer separating industrial uses from residential zone. Neighborhood park. Provide public trails as indicated in the Bellingham Comprehensive Plan. Limit access points on arterial streets. Shared access is encouraged.</td>
<td>Extension of the water/sewer mains. As development occurs downstream utilities may need to be upgraded. Sunset Drive improved to arterial standards. Dedication, extension, and improvements to E. Bakerview to arterial standards. Dewey Road improved to arterial standards.</td>
<td>Duplex and multifamily units shall require design review approval under Chapter 20.25 BMC and meet Chapter 20.32 BMC. Duplex and multifamily units shall not exceed 25 percent of the total allowed dwelling units for the entire site. Duplex and multifamily building permits shall not be issued until at least 50 percent of the single-family or infill housing units have been constructed on site, except the director may waive this requirement; provided, that the duplex and multifamily housing is abutting or across the street.</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>Zoning</td>
<td>Use Qualifier</td>
<td>Density</td>
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<td>purchased through use of this option. An applicant's submittal for land use review shall include a letter from the Bellingham finance department documenting the amount to be contributed to the LWWPAP. Lots not created by cluster subdivision: 5,000 sq. ft. minimum detached lot size and a maximum density of 7,200 sq. ft. per unit.</td>
<td>High pressure natural gas/ transmission pipelines. Overhead power transmission lines.</td>
<td>right-of-way from a nonresidential single zone for the purpose of providing a transition area between zoning districts. Infill housing forms are permitted per Chapter 20.28 BMC. The density bonus may exceed the 50 percent total maximum under Chapter 23.08 BMC but density shall not exceed 3,600 sq. ft. per dwelling.</td>
<td></td>
</tr>
</tbody>
</table>
Barkley Neighborhood Plan

As adopted by Ordinance No. 2010-12-068 and amended by Ordinance 2015-11-044, 2017-07-018, 2018-12-033 and 2021-10-044.

Creek sub-basin. According to the City’s GIS data, critical areas consisting of wetlands may be located near the area. Further analysis may be necessary to confirm the classification and buffer widths of these environmental features.

The Olympic Pipe Line Company has a transmission pipeline that runs north and south along the west side of Area 27. Prior to any excavation, the developer is required to notify pipeline owner(s) of excavation activity by calling Locator Service and when planning construction or excavation near a transmission pipeline as required by RCW 19.122 or adopted City codes.

Due to the presence of possible critical areas and the above mentioned transmission pipeline within the area, special attention should be given to these features early in the development concept phase.

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AREA 27 LAND USE DESIGNATION: COMMERCIAL

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Area 28

This area lies within the Squalicum Creek watershed. The topography varies throughout the area with slopes that generally range between 15% to 100% running from the southwest corner of the area to the northeast. Relatively level land areas are located in the north, northwestern, and southeastern portions of the area.

A majority of the developed properties within Area 28 are already served with City water and sewer, however some properties are on well and septic systems. Existing residential development is mainly concentrated in the Trickle Creek, Hillside Estates and Toad Creek Vista subdivisions and some residential dwelling units are located in the area of Mt. Baker Highway and Dewey Road.

According to the City’s GIS data, critical areas consisting of steep slopes, wetlands and creeks are located within and adjacent to the area. Further analysis may be necessary to confirm the classification and location of these environmental features.

As development occurs within this area:
- Extension of new water and sewer mains, and upgrades of sewer pump stations will likely be needed once capacity limits are reached;
- Critical Area buffers should be maintained to provide natural buffers between use districts;
- Existing stormwater facilities should be upgraded to meet Bellingham Municipal Code;
- New and existing substandard streets that serve the area should meet the minimum street standards per Bellingham Municipal Code;
- Vehicle access points on arterial streets should be limited and shared access is encouraged;
- Incorporation of natural features should be provided as part of site design to ensure connectivity with existing open space / trail systems; and
• A public park and trails should be provided as indicated in the Bellingham
  Comprehensive Plan.

Several pipelines are located in or adjacent to the area, Cascade Natural Gas
Corporation has high pressure pipelines that extend through the area in an east/west
alignment, Olympic Pipeline Company has a transmission pipeline that runs north and
south through the area, and Kinder / Morgan Pipeline Company (Transmountain) has a
transmission pipeline that runs along the western border of the area. Prior to any
excavation, the developer is required to notify pipeline owner(s) of exaction activity by
calling Locator Service and when planning construction or excavation near a
transmission pipeline as required by RCW 19.122 or adopted City codes.

Overhead power transmission lines (500 kilovolt) are located in the northeast portion of
Area 28 and continue in a north south alignment inside the Bonneville Power
Administration (BPA) easement (right-of-way). Prior to planting, digging or construction
within or near a BPA’s easement, BPA requires notification and submittal of a Land Use
Application to determine whether the proposal might interfere with the construction,
operating and/or maintenance of their facilities.

Due to the presence of critical areas, and the above mentioned pipelines and overhead
power transmission lines, within and adjacent to Area 28, special attention should be
given to these features early in the development concept phase.

This area contains a mixed "use qualifier" and "special regulations", outlined in the BMC
Table of Zoning Regulations, which allows a multi-family development option. A density
bonus is also an option within this area to increase residential density under the cluster
subdivision provisions in Title 23 of the BMC or through the use of transfer of
development rights or purchase of development rights.

_________________________________________________________

AREA 28 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

_________________________________________________________