

PUGET NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

Puget Neighborhood is a large single-family neighborhood with pockets of multifamily residences, a large mobile home park, a commercial node at Lakeway Center, the Civic Field public recreational complex which serves the entire city, and considerable industrial development along Whatcom Creek at the north end of the neighborhood.

While Lakeway Center, a designated city "Town Center" is almost completely developed, there is room for additional commercial or industrial development in other parts of the neighborhood southward toward the I-5/Samish interchange and in Areas 14, 18, 19, and 20 including the drive-in theater.

Puget and Toledo Hills occupy the southern and eastern parts of the neighborhood and are developed with single-family homes on medium-sized lots. Homes are well cared for and many have excellent Bellingham Bay or Canadian Cascade views. In the past 40 years, streets, utilities, and residential development have extended south and north of Lakeway. In some cases, this has resulted in full standard new street sections feeding additional traffic onto Lakeway Drive via older, substandard street sections.

North of Lakeway Drive, the neighborhood drops down to a large wetland/flood plain area associated with Whatcom Creek. This area contains the Haskell Business Park, Grizzly Imports, developing residential neighborhoods, and wetlands.

Civic Field, the most active park and recreation complex in the city is located between the northeast corner of Lincoln and Lakeway and the Whatcom Creek floodplain. This complex includes the Bellingham Aquatics Center, Civic football stadium, Joe Martin baseball field, a passive wetland park, an ice skating facility, large parking area, Frank Geri softball fields, walking trails, and undeveloped forest land.

II. OPEN SPACE

The Puget Neighborhood contains good recreational facilities and open space opportunities. Civic Field is one such facility. Other open space and trail corridors, most notably along the West Fork of Cemetery Creek, have been provided over the years through dedication by developing residential areas. Other parks such as Whatcom Falls and Lake Padden lie just outside the neighborhood and are easily accessible.

In undeveloped, unplatted residential areas, dedication of open space or fees in lieu, thereof, is a required part of plat approval. It is intended that, by designating particular future open space patterns and areas, a more usable and integrated open space

system linked with trails can be achieved concurrent with development. Many of the open space patterns follow steep hillsides and stream corridors. Both of these areas are inherently unsuited for development. Stream corridor areas are also a recreation resource and have value as wildlife areas. Hillside areas provide the scenic backdrops, which are an important element of Bellingham's character. The density of development on hillsides should be such that the scenic character is not significantly altered.

Puget Policy #1: OPEN SPACE PATTERNS GENERALLY FOLLOWING STEEP HILLSIDES AND STREAMS SHOULD BE DEDICATED AND IMPROVED PRIOR TO OR AS RESIDENTIAL DEVELOPMENT OCCURS. TRAILS SHOULD BE PROVIDED LINKING THE NEIGHBORHOOD TO CIVIC FIELD, THE PROPOSED WHATCOM CREEK TRAIL, AND OTHER FACILITIES.

Something more than linear greenbelt natural areas and trails are necessary to meet the recreational needs of new residential areas. Because of the central location of Civic Field in the Puget Neighborhood, highly developed parks are not needed. Instead, smaller, naturally landscaped, low maintenance neighborhood parks are proposed with playground, paved courts, and picnic facilities.

Puget Policy #2: NEIGHBORHOOD PARKS SHOULD BE ACQUIRED AND DEVELOPED PRIOR TO OR CONCURRENT WITH RESIDENTIAL DEVELOPMENT.

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

Puget Policy #3: AT LEAST PART OF THE MOORE STREET RIGHT-OF-WAY SOUTH OF LAKEWAY CENTER SHOULD BE RETAINED AS A TREED BUFFER BETWEEN THE SINGLE FAMILY AREA AND ADJACENT, MORE INTENSE USES.

Puget Policy #4: A DENSE BUFFER OF EVERGREEN TREES ALONG I-5 SHOULD BE INSTALLED SIMULTANEOUSLY WITH DEVELOPMENT OR REDEVELOPMENT.

Whatcom Creek is a resource of Citywide interest. It bisects Bellingham geographically and connects Lake Whatcom, Bloedel Donovan Park, Scudder's Pond, Whatcom Falls Park, Civic Field, the Civic Center, The Maritime Heritage Center, Citizen's Dock, Bellingham Bay, and several residential neighborhoods. Whatcom Creek is shown as a greenbelt corridor in the City's Open Space, Parks, and Recreation Plan. Because Whatcom and Cemetery Creeks connect adjacent wetlands, forests, and open space, they are vital to preservation of the City's wildlife in this area. The part of Whatcom Creek in the Puget Neighborhood is designated Conservancy I in the City's Shoreline Master Program (1989). That designation prohibits clearing within a

50 foot setback area and requires a 100 foot setback for "fills, hard surfacing, permanent structures, or storage," except by conditional use.

The 1995 Whatcom Creek Trail Master Plan proposes a multi-use trail along the creek, eventually connecting Whatcom Falls Park to Bellingham Bay. In 1996 a fish ladder was installed by volunteers, ending a 90-year fish migration blockage due to a sewer line near Interstate - 5. Such projects within other City open spaces should be encouraged.

In 1982 the City adopted Federal Emergency Management Agency (FEMA) floodplain management regulations Citywide, including the Whatcom Creek basin. These regulations provide limitations on the location of fill and structures to maintain the flood carrying capacity of Whatcom Creek. Unfortunately, many structures were already located in the Whatcom Creek floodplain that were subject to periodic flooding. In order to alleviate these problems, and in conformance with the 1973 Comprehensive Drainage Plan, structural modifications were made to Whatcom Creek to relieve this flooding. The City's Stormwater Ordinance now requires new construction to treat contaminated runoff water, which should gradually improve the quality of water running into Bellingham's creeks.

Puget Policy #5: A GREENBELT OF NATIVE VEGETATION SHOULD BE MAINTAINED AND ENHANCED ALONG WHATCOM CREEK. THIS GREENBELT SHOULD BE AT LEAST 100 FEET WIDE. NO FILLS, HARD SURFACING, OR STRUCTURES SHOULD BE LOCATED WITHIN THIS GREENBELT. EASEMENTS SHOULD BE OBTAINED FOR A MULTI-USE PEDESTRIAN AND BICYCLE TRAIL WITHIN THE CORRIDOR. IMPROVE WATER QUALITY, FISH HABITAT, AND VEGETATION ALONG WHATCOM CREEK.

The Civic Field Complex totals 84 acres. It is designated primarily for recreation facilities with a citywide service area. Civic (football) Stadium, Joe Martin (baseball) Field, Frank Geri softball fields, Downer youth ball fields, trails, the Bellingham Aquatics Center, little league fields, playground facilities, restrooms, concession facilities, and parking areas are currently developed. Downer Fields are adjacent to Carl Cozier School and are also used for play by school children. The City recently approved a lease of a portion of The Civic Field Complex to a private entity to develop an ice skating and rollerblading facility west of Civic Stadium. A newly acquired passive wetland park near Whatcom Creek has been added to the east side of the Civic Field Complex.

In 1995 the City of Bellingham assembled a committee to look into upgrading The Civic Field Complex. The committee submitted its Civic Field Complex Task Force Report to the Bellingham City Council on June 19, 1995. They recommended a bond issue to finance the following improvements:

Civic (football) Stadium:

Relocate the track, build a new storage area on the north side of the field, expand the field for soccer, fill the north side of the field to level with the stadium.

Joe Martin (baseball) Field:

Build new dressing facilities and new buildings.

Frank Geri (softball) Fields:

Construct Geri #4 field with lights and parking, construct a storage/concession building, and add restrooms and parking at Field #3.

Other:

Provide two lighted fenced tennis courts, covered picnic areas, and a skateboard/rollerblade facility, install fencing around the softball areas, and lease land west of the Civic Stadium for a privately-financed ice rink.

Traffic/Pedestrian:

Complete an in-depth traffic study with recommendations for safety changes, develop a pedestrian friendly roadway system.

Other Civic Field Complex improvements examined by the Parks Department:

Restore the Lincoln Creek corridor through the northwest corner of Civic Field, improve the drainage of Frank Geri Field #3 near Puget Street, construct a new Javelin field north of Civic Stadium, landscape and provide facilities for bicyclists and pedestrians along Fraser west of Puget, replace the playground equipment on the south side of the Frank Geri Fields, and acquire Carl Cozier Elementary School for a recreation center and Parks and Recreation Department Headquarters.

Significant traffic problems are created on Lakeway, Lincoln, and Moore Streets after large events at Civic Field. Provision of a connection to Lakeway Drive at Puget Street with a traffic light, as shown in the City's 6-year program, should help to deal with these peak traffic flow problems.

Puget Policy #6: THE CIVIC FIELD COMPLEX SHOULD CONTINUE TO DEVELOP AS AN AREA FOR CONCENTRATING CITYWIDE RECREATION FACILITIES. IMPROVED AND ADDITIONAL ACCESS TO ARTERIALS TO THE NORTH AND SOUTH SHOULD PRECEDE OR OCCUR WITH FUTURE DEVELOPMENT. THE CITY SHOULD CONTINUE TO PURSUE IMPROVEMENTS TO THE CIVIC FIELD COMPLEX, AS OUTLINED ABOVE. IMPACTS ON ADJACENT RESIDENTS SHOULD BE MINIMIZED BY INSTALLING BERMS, FENCING, SETBACKS, LANDSCAPING, LIGHTING WHICH IS DIRECTED TOWARD THE CENTER OF THE CIVIC FIELD COMPLEX, AND OTHER METHODS.

Puget Policy #7: IMPROVE PEDESTRIAN AND BIKE ACCESS TO THE CIVIC FIELD

COMPLEX TO ENCOURAGE NON-VEHICULAR TRIPS, AND REDUCE CONGESTION AND PARKING. BIKE LANES AND SIDEWALKS SHOULD BE INCLUDED WITH NEW STREETS WHICH ACCESS THE CIVIC FIELD COMPLEX (FRASER AND PUGET). A TRAIL CONNECTOR SHOULD BE ADDED WHEN THE WHATCOM CREEK TRAIL IS BUILT.

III. PUBLIC FACILITIES AND UTILITIES

Drainage

While many improvements have been made to Puget Neighborhood drainage systems, problems still exist. Isolated areas of the upland Puget Neighborhood still flood. This flooding is usually due to locally inadequate drainage facilities and lack of upstream storm-water retention. These system deficiencies have been outlined in the City of Bellingham's 1995 Watershed Master Plan. A recommendation from this plan includes keeping creek channels in the Puget Neighborhood open. All new developments should be constructed consistent with the recommendations of this Master Plan. In addition, development in flood prone areas must be designed in accordance with FEMA regulations.

Puget Policy #8: ANY NEW MAJOR DEVELOPMENT SHOULD SUBMIT A DRAINAGE PLAN IN CONFORMANCE WITH THE CITY'S WATERSHED MASTER PLAN FOR APPROVAL TO THE CITY'S PUBLIC WORKS DEPARTMENT AND THAT PLAN SHOULD BE IMPLEMENTED PRIOR TO OR CONCURRENT WITH DEVELOPMENT.

Puget Policy #9: NECESSARY STORM SEWERS WITH RUN-OFF CONTROL SHOULD BE INSTALLED AT FUTURE DEVELOPMENT SITES. CREEKS SHOULD BE MAINTAINED PREDOMINANTLY IN THEIR NATURAL CONDITION AS MAJOR DRAINAGE FACILITIES. SOME MODIFICATIONS OF CERTAIN STREAMS ARE RECOMMENDED TO INCREASE THE FLOOD PLAIN CAPACITY OR STORAGE BASIN CAPACITY.

Water

The water system serving the Puget Neighborhood is comprised of four different pressure zones. These systems are necessary for the varying topography within the area. Some facilities south of Lakeway and east of Lincoln require replacement because these water mains are undersized for fireflow requirements and some pipes are asbestos coated. Although improvements have occurred, fireflow availability to areas off Consolidation is below the requirement for current zoning. Areas to the east of Racine Street also require some system improvements to improve the Padden-Yew pressure zone serving these plats. Improvements to the system are addressed in the City's 6-year Capital Facilities Program.

Sanitary Sewer

The majority of the neighborhood is served with sanitary sewer. Continued development of both existing lots and new plats will require extensions of transmission mains. Sections of the Lincoln Street trunk sewer line may have to be replaced or upsized as development occurs in the southwest end of the Puget Neighborhood and further south.

IV. SCHOOLS

Carl Cozier Elementary School is located on the northeast side of the intersection of Lakeway Drive and Lincoln Street. The school was built in 1951 with additions in 1958 and 1971. It includes 45,390 square feet with two portables on a 4.2-acre site. According to State standards, 10 acres is desirable for an elementary school site. Current student capacity is 400. 1995 enrollment figures show that Carl Cozier Elementary is operating over capacity. The 1993 Capital Facilities Plan for the school district identified the need for additional classrooms, small group instruction areas, and an enlarged library/resource center.

Lakeway is classified as a primary arterial, with approximately 22,500 cars per day average daily traffic at Carl Cozier. Lincoln is a secondary arterial with close to 5,800 cars per day average daily traffic. This traffic will continue to increase in the near future. Most school children must cross Lakeway or Lincoln, and many are bused from relatively close areas. The school building is as large as can be accommodated on the site while population in the Puget and Whatcom Falls Neighborhoods is expected to increase.

Puget Policy #10: IT IS RECOMMENDED THAT THE SCHOOL DISTRICT SERIOUSLY CONSIDER RELOCATING CARL COZIER ELEMENTARY SCHOOL, AND THAT THE SCHOOL DISTRICT AND THE CITY CONSIDER CITY ACQUISITION OF THE SCHOOL AS A RECREATION CENTER AND PARKS AND RECREATION DEPARTMENT HEADQUARTERS.

V. CIRCULATION

Arterials

Traffic is a major issue in the Puget Neighborhood. East-west circulation through the neighborhood is provided by Lakeway Drive, which connects the Central Business District with Interstate 5, and to Geneva and Sudden Valley in unincorporated Whatcom County. This arterial carries over 22,500 vehicles per day, and is expected to carry more than 30,000 vehicles per day by the year 2014. Additional Lakeway Drive traffic is likely

even though the San Juan Boulevard connector south of the neighborhood and Fraser Street in the north end of the neighborhood are expected to assist in moving traffic once they are completed. Development in the Geneva and Sudden Valley areas east of the City of Bellingham may be limited by level of service issues on Lakeway Drive.

Puget Policy #11 LAKEWAY DRIVE SHOULD BE WIDENED TO PROVIDE FOUR LANES BETWEEN PUGET STREET AND ELECTRIC AVENUE. BICYCLE LANES MAY NOT BE INCORPORATED ALONG THE ROUTE DUE TO SEVERE TOPOGRAPHICAL AND RIGHT-OF-WAY CONSTRAINTS.

Signalization of Puget at Lakeway and extension of Puget between Lakeway and Fraser will further assist in providing access and circulation alternatives to accommodate traffic growth on Lakeway. The Puget Street extension north of Lakeway will provide for a collector arterial from Lakeway to Fraser and enhance access to The Civic Field Complex while improving traffic circulation.

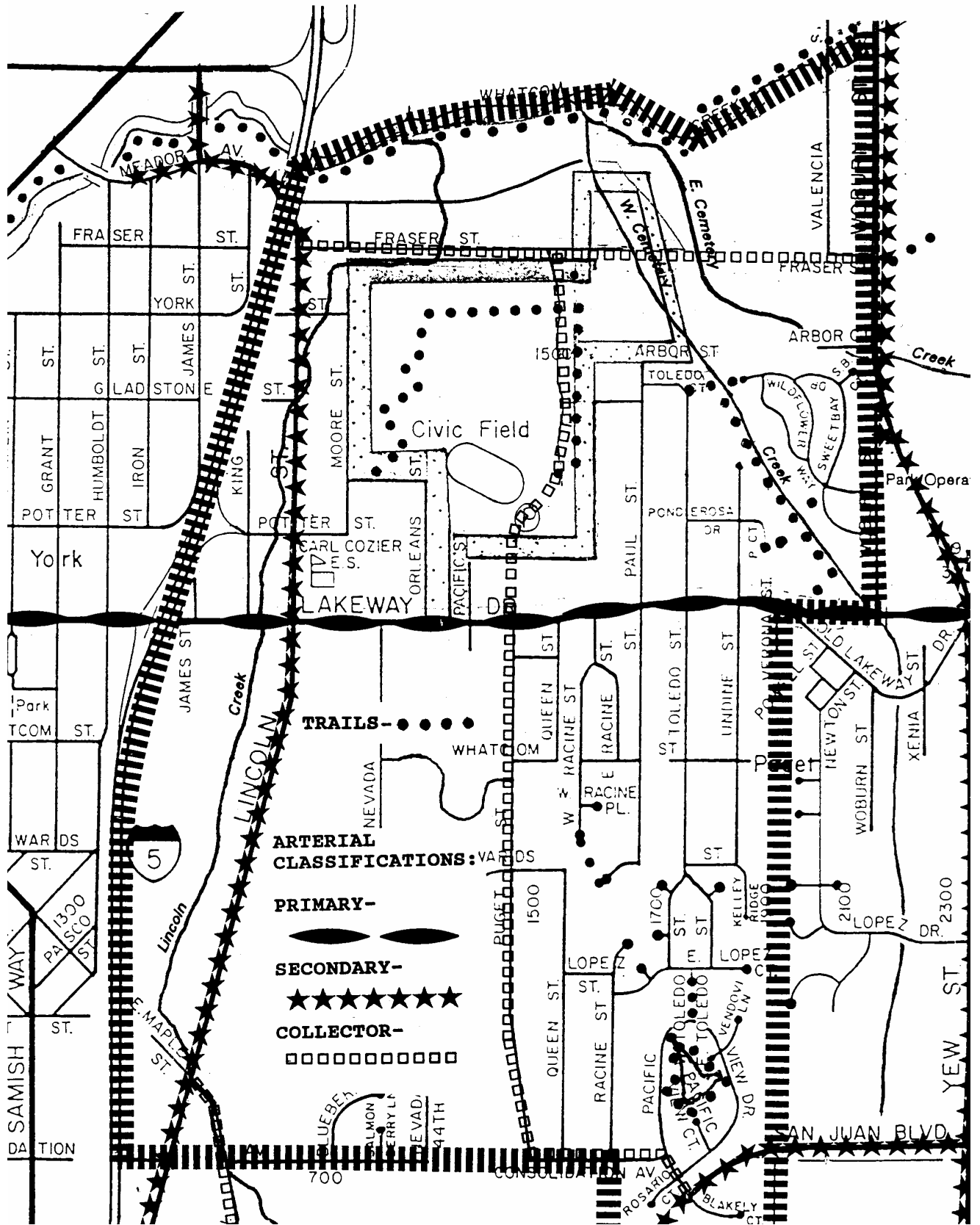
Puget Policy #12: SIGNALIZATION SHOULD BE INSTALLED AT THE LAKEWAY AND PUGET INTERSECTION AND PUGET STREET EXTENDED NORTH TO FRASER WHEN WARRANTED.

Traffic growth pressures are increasing on Lakeway Drive. As the north Samish, south Puget, and Whatcom Falls Neighborhoods and adjacent county areas develop, a new east/west arterial will be needed. This new arterial route will protect the Puget Neighborhood from further penetration by additional traffic generated by developing areas to the south and southeast. It will also divert traffic to Sehome Village Mall and Western Washington University away from Puget, Toledo, and Lakeway Drive.

Puget Policy #13: THE MIDDLE SECTION OF SAN JUAN BOULEVARD SHOULD BE CONSTRUCTED GENERALLY ALONG THE ELWOOD AND CONSOLIDATION RIGHT-OF-WAY FROM 40TH STREET TO PACIFICVIEW DRIVE. THIS ROUTE SHOULD BE DEVELOPED AS AN ARTERIAL STREET CONSISTENT WITH DESIGN AND FUNDING GUIDELINES RECOMMENDED IN THE DESIGN REPORT FOR THE BYRON/CONSOLIDATION ARTERIAL WRITTEN BY WILSEY AND HAM IN 1983.

The I-5/Samish Way overpass operates at or below the City's adopted level of service during the P.M. peak traffic hour. In order for San Juan Boulevard to provide an effective alternative to Lakeway Drive, improvements at the overpass are needed. Although a State facility, the City is taking the lead in exploring options for upgrading this overpass to accommodate current and future traffic loads.

PUGET NEIGHBORHOOD ARTERIAL ROUTES



Puget Policy #14: PRELIMINARY DESIGN WORK SHOULD CONTINUE AND FUNDING ALTERNATIVES IDENTIFIED FOR EVENTUAL RECONSTRUCTION/ WIDENING OF THE SAMISH OVERPASS.

Puget Street should not connect directly with San Juan Boulevard, but should be connected via Consolidation and Racine Streets to discourage through traffic. Traffic south of San Juan Boulevard would not utilize Puget as a collector, but would tend to move east and west to 40th, Lincoln, and Yew Streets.

Major north-south circulation through the neighborhood is provided by Lincoln and Woburn Streets. Lincoln Street serves as a north-south secondary arterial along the west boundary of the Puget Neighborhood. Lincoln Street has capacity and circulation deficiencies at the north end. Woburn Street serves as a north-south secondary arterial on the east side of the neighborhood between Lakeway and Whatcom Creek (Iowa Street).

Puget Policy #15 LINCOLN STREET SHOULD BE IMPROVED BETWEEN ASHLEY AND LAKEWAY TO FOUR LANES, TWO EACH DIRECTION WITH BICYCLE LANES AND STREET TREES.

Access to the developing industrial area (AREA 1) is presently very constricted. More development in that area will create traffic congestion and problems at Lincoln Street. Fraser Street should be extended between Puget and Woburn, to create a collector arterial from Woburn to Lincoln and provide another alternative to Lakeway for east-west traffic.

Puget Policy #16: TO IMPROVE CIRCULATION IN DEVELOPING PORTIONS OF THE NEIGHBORHOOD, FRASER STREET SHOULD BE DEVELOPED AS A COLLECTOR FROM LINCOLN TO WOBURN STREET. THOSE PARTS OF FRASER STREET IN OR ADJACENT TO THE INDUSTRIAL AREA SHOULD BE DEVELOPED TO COLLECTOR STREET STANDARDS. SIDEWALKS, BICYCLE FACILITIES, AND LANDSCAPED PLANTING STRIPS ARE APPROPRIATE AS THE STREETS WILL BE ADJACENT TO, AND PROVIDING ACCESS TO, THE CIVIC FIELD COMPLEX.

Puget Policy #17: TRAFFIC CALMING DEVICES AND OTHER METHODS TO REDUCE THE SPEED OF VEHICLES MAY BE INSTALLED ON NEVADA STREET WHEN IT IS EXTENDED SOUTH TO CONSOLIDATION.

Although proposed in the 1980 neighborhood plan, a bridge across Whatcom Creek at Racine Street should not be built. The circulation benefits of such a connection are outweighed by the potential damage to Whatcom Creek and adjacent wetlands.

Residential Streets

Many of the residential streets in the Puget Neighborhood are substandard and in fair to poor repair. There are no curbs, gutters, or sidewalks. Any major repairs of these streets should include storm drainage improvements.

Puget Policy #18: THE APPROPRIATE RESIDENTIAL STREET STANDARDS FOR THIS NEIGHBORHOOD IS A 28 FOOT WIDE STREET WITH CURBS, GUTTERS, STORM DRAINAGE, A PLANTING STRIP AND AT LEAST ONE SIDEWALK. STREETS TRAVERSING STEEP SLOPES MAY BE ALLOWED LESS WIDTH.

Bicycle Facilities

Puget Policy #19: PLACE BICYCLE LANES ON LINCOLN STREET BETWEEN LAKEWAY DRIVE AND MEADOR STREET AS THE WIDTH PERMITS AND ON FRASER BETWEEN LINCOLN STREET AND WOBURN STREET, WITH A CURB CUT/CONNECTION AND TRAIL TO WHATCOM FALLS PARK.

Puget Policy #20: A BICYCLE "ARTERIAL" SHOULD BE ACQUIRED AND DEVELOPED ALONG WHATCOM CREEK AND THE WATER MAIN EASEMENT, WITH ACCESS TO THE CIVIC FIELD COMPLEX.

Puget Policy #21: BICYCLE PATHS THROUGH GREENBELTS, OPEN SPACES, AND BUFFERS SHOULD BE INSTALLED AS THOSE AREAS ARE ESTABLISHED.

Puget Policy # 22: ON LAKEWAY DRIVE, WARNING STRIPES SHOULD BE PAINTED FOR THE STORM GRATES - ESPECIALLY THOSE WEST OF PUGET STREET.

MAP, PUGET LAND USE

VI. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

This is the low lying wet area adjacent to Whatcom Creek and The Civic Field Complex. Predominant existing and approved planned uses are light industrial. A large industrial/office park occupies the westerly half of this area east of Lincoln and north of Fraser Street. A smaller industrial/warehouse complex occupies the east side of the area, west of Valencia Street. There are four houses in the southwest corner of this area. Three of them are being converted to industrial uses.

The importance of the area for hydrological and potential recreation purposes is the reason for the Planned Industrial designation and most of the special conditions.

A twenty-foot easement along the east fork of Cemetery Creek shall be dedicated for pedestrian access as development occurs. Similar easements should be dedicated along Lincoln and Whatcom Creeks, including a 100' greenbelt along Whatcom Creek.

AREA 1 LAND USE DESIGNATION: INDUSTRIAL

Area 2

Due to changes in state and federal wetland regulations and the presence of extensive wetlands, a lower impact use is appropriate. Residential development is intended to take the form of medium rise buildings from two to six stories. Emphasis should be placed on locating development within the upland portions of the property and minimizing impacts to the adjacent wetlands.

Improvement of Fraser Street from Valencia to Puget Street is a prerequisite for development in this area. If a major access from the site extends to Woburn Street on Fraser, an additional half-street dedication along this route will be needed. The Fraser right of way on this site can be redesigned and moved to accommodate development and minimize wetland impact.

The utility corridor along Fraser should be clearly mapped and preserved. The cost of any utility relocation needed for site development shall be borne by the proponents.

A possible use for this site is a transit base. Conditions for transit base construction include:

- Provide residential neighborhood mitigations responsive to the specific needs of the surrounding residential community.
- Provide environmental mitigation, which protects the adjacent wetland, wildlife,

and stream areas.

- Complete Fraser Street as a through road, as approved by the Public Works Department.

AREA 2 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 3

This is a steep, wet hillside area with a mixture of old and newer houses, duplexes, and apartment buildings. It is located between the Woburn arterial and the Planned Industrial area west of Valencia Street. The industrial area is only active during normal work hours Monday through Friday, providing a peaceful neighbor to the residents east of Valencia Street in the evenings and on weekends.

AREA 3 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 4

This area is located along Lincoln Creek between the freeway, King Street, Lincoln Street, and The Civic Field Complex. Much of the area is steep. Existing land use is predominantly single family, with a few apartment complexes. The steep hillside and Lincoln Creek flood plain considerations make this area appropriate for medium density residential development.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 5

This area, known as The Civic Field Complex, includes Downer Fields, a city-owned recreation area, and a wetland complex north of Arbor Street. Wetland areas should be preserved for habitat, water quality, and educational purposes, with only minimal development allowed.

The Civic Field Complex is the site of major citywide recreational facilities, including Downer Fields, Civic Stadium, Joe Martin Field, Frank Geri softball fields, trails, the Bellingham Aquatics Center, and playgrounds.

The Civic Field Task Force and the Parks and Recreation Department recommended

improvements to The Civic Field Complex, including upgrading Civic Stadium and Joe Martin Field, constructing Geri #4 softball field, providing more tennis courts, picnic areas, and a skateboard/rollerblade facility, leasing land for an ice rink, completing and implementing a traffic study, placing a light at Puget and Lakeway, extending Potter to Puget, extending Fraser to Woburn, creek restoration, improving parking, improving drainage, improving Fraser Street for bicyclists and pedestrians, and future acquisition of Carl Cozier Elementary School. Impacts on adjacent residents should be minimized.

AREA 5 LAND USE DESIGNATION: PUBLIC

Area 6

This area, approximately 62,384 sq. ft. is located adjacent to Gladstone Street is largely undeveloped. Three unimproved rights-of-way surround the property and include Arbor Street on the north, Racine Street on the west and St. Paul Street on the east. Two undeveloped alleys divide the property into three parcels. The topography is generally flat with gentle rolling hills. Several small creeks traverse the site and drain to the south in an open space tract across Gladstone Street. Approximately 50 percent of the property are forested wetlands. Public open-space and forested wetlands abut the property to the north and west.

Lydia Place, a non-profit organization, has owned all of Area 6 since 1990. The organization provides citizens who require social services, those who may be homeless or have been abused, or who have a range of disabilities with temporary shelter. One residence is located adjacent to Gladstone Street and provides transitional living and educational programs for up to 18 homeless women and children.

In 1996, as part of the Puget Neighborhood Plan update, Lydia Place increased the density to allow two additional persons to reside at the existing shelter. The number of persons allowed increased from 16 to 18 persons per 33,000 sq. ft. of land. The existing house on the site has been expanded to better serve as a transitional housing for homeless women and children in Bellingham and Whatcom County. A covenant to bind all the parcels owned by Lydia Place is required prior to any development on the property. The covenant runs with the land and shall not be revoked without prior written consent of the City of Bellingham.

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

Area 7

This is a rapidly developing residential area with three small creeks and hillside or wet areas. Multiple new housing developments have added significantly to the housing stock in this area and provided greenway trails. Innovative development techniques have produced quality single-family homes, which are reasonably priced. Higher densities should continue to be located on the flatter, dryer areas, leaving the drainage ways and steep hills open.

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

Area 8

This area includes an open segment of Lincoln Creek, which is preserved for storm drainage, passive recreation, habitat, and water quality purposes.

AREA 8 LAND USE DESIGNATION: PUBLIC

Area 9

This area is bound by Interstate-5, Lakeway Drive, Lincoln Street and Gladstone Street at the northerly apex. With the area being platted into lots of record, it has developed into smaller retail and office facilities. There is a northbound freeway on- and off-ramp at Potter Street. Because of Carl Cozier Elementary School, traffic should be directed to King Street rather than Lincoln Street. Commercial uses adjacent to Lincoln Creek accessing King Street should get setback relief if the uses are oriented toward the creek. The required yard in this instance could be reduced to three feet from the easterly property line. Site plan review should encourage shared or common access to Lakeway and Lincoln Streets. No retail uses should be permitted directly across from the elementary school.

Only Lots 20-21 and the upper portions of Lots 35-38 in Block 19 above City datum Elevation 110', on the southwest corner of Gladstone and Lincoln Streets, should be developed. Primary access shall be from King Street. Secondary access from the alley to Gladstone Street may be considered. The uses in the half-block east of the King/Lincoln alley and between Potter and Gladstone are limited to parking, warehousing, residential, and other uses accessory to uses in Area 6.

Design considerations shall include: Providing an articulated building facade/roofline if new development is near existing residences; exterior lighting compatible with residential neighborhoods, indirect lighting is recommended; and buildings designed to block as much freeway noise as possible.

AREA 9 LAND USE DESIGNATION: COMMERCIAL

Area 10

This is the site of Carl Cozier School.

AREA 10 LAND USE DESIGNATION: PUBLIC

Area 11

At the intersection of Lakeway Drive and Interstate-5 and extending along Lincoln and Lakeway, this area includes Fred Meyer, The Lakeway Inn, Ennens' Shopping Center, Lakeway Center, and several commercial uses along Lakeway Drive and Lincoln Street. Access to Lakeway Drive and Lincoln Street should be maintained. In order to minimize impact on residential neighbors near Nevada Street:

- **Access:** No curb cuts on Nevada and Whatcom Streets, except for continued access to Nevada via the alley, to discourage non-residential traffic on residential streets. Maintain the existing accesses to Lakeway Drive and Lincoln Street.
 - **Site Development:** Address public safety while providing vegetative buffering or other transition compatible with the residential neighborhood to the east.
 - **Commercial development** adjacent to/along Nevada Street should be compatible with the single-family development to the east. Items to be considered may include height, scale, building articulation, screening, noise, lighting, and materials.
 - **Apartments** as a permitted use can occupy separate lots with no requirement for commercial development.
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AREA 11 LAND USE DESIGNATION: COMMERCIAL

Area 12

Many of the structures on this four-block area, straddling Lakeway and a commercial area, are single family residences, which are mostly in very good condition. The remaining structures are apartments and condominiums accessible from Orleans Street, with the Foothills being the largest development.

AREA 12 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 13

This includes much of the steep Puget hillside and one of the most intensely developed single family areas of the Puget Neighborhood. New development off of the new San Juan Boulevard includes Pacificview and other plats, which take advantage of the views from the top of Puget and Toledo Hills. The existing land use is single family with a mixture of ages of housing, all in good condition. There are drainage problems, which should be dealt with as a part of new development.

AREA 13 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 14

This vacant area lying between Interstate-5, Fred Meyer, Lincoln Street and Maple Street was formerly a golf course. The area slopes up to the freeway and Lincoln Creek dissects the property. The location of the site adjacent to Interstate-5 and two designated commercial areas and a mobile home park does not lend itself to residential development.

AREA 14 LAND USE DESIGNATION: COMMERCIAL

Area 15

This is a generally level area, which slopes to the east, and is adjacent to Lincoln Street on the west, Moore Street on the east and Lakeway Center on the north. The site is presently entirely occupied with a mobile home park. The mobile homes are well maintained.

AREA 15 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL

Area 16

This area is two blocks wide along a gently rising hillside south of Lakeway Drive. There are approximately 40 existing single family houses, most in good condition. Water lines for new development within this area must be carefully designed to provide adequate fire flows. There are also poorly drained spots within this area, which require careful treatment during development. Nevada Street will be extended between Consolidation Avenue and Lakeway Drive when the Hawley's Farm subdivision is developed. Traffic calming devices should be installed on Nevada Street when it is extended.

AREA 16 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 17

This is a largely undeveloped area, which includes a new multifamily complex south of Whatcom Street, wetlands, hillsides and areas, which are relatively flat. The area is an ideal multiple housing area, being convenient to town, parks, and commercial areas. Higher densities should be allowed on the level, dry areas, while the wetlands and steep areas should remain open. Water lines for development within this area must be carefully designed to provide adequate fire flow.

AREA 17 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 18

This area includes a low wet area near the freeway and gently sloping terrain. Some of the land is vacant while the rest contains single family houses, a restaurant, and a car wash under construction. Impacts on the Samish Way Interchange should be reviewed prior to approving development in this area.

AREA 18 LAND USE DESIGNATION: COMMERCIAL

Area 19

This area is occupied by a large multi-family apartment complex in good condition and provides a transition between the commercial designation on the west and south and the lower density residential designation on the east. Any proposal for access directly to or from Lincoln Street should be carefully reviewed to ensure no negative traffic impacts.

AREA 19 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 20

This area includes the northerly portion of the SRO Outdoor Movie Theater. Impacts on the Samish Way Interchange should be reviewed prior to approving development in this area. Lincoln Creek flows in an asphalt ditch on the north and east sides of the outdoor theater. Lincoln Creek should be maintained in an open condition with streamside vegetation enhancement, appropriate water quality facility installation, and rerouting to allow additional fish passage at the time of site development. Impacts on the Samish Way Interchange should be reviewed prior to approving development in this area.

In order to minimize impacts of large-scale commercial construction on neighbors to the north:

- Address public safety while providing buffering, or equivalent, compatible with adjacent residential areas.
 - Use building height, scale, articulation, screening, lighting, materials, and noise buffering to provide an appearance of variety and minimize impacts on the adjacent residential development.
 - Enhance Lincoln Creek so it functions as a natural stream environment to improve water quality and habitat.
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AREA 20 LAND USE DESIGNATION: COMMERCIAL

Area 21

This area is next to Interstate-5. It includes gently sloping terrain. Some of the land is vacant; two homes, an espresso stand and a car wash occupy the rest of the area. Mini-storage facilities next to the freeway are an appropriate use for this area to serve the residential development and commercial establishments in the vicinity. A dense buffer of evergreen trees should be installed between any development and I-5. Joint driveway access and signage should be required. Lighting should be oriented down toward the site and away from surrounding residences.

AREA 21 LAND USE DESIGNATION: COMMERCIAL

As adopted by Ordinance No. 8868 and amended by Ordinances 8946, 9101, 9243, 9271, 9288, 9434, 9472, 9644, 9845, 10046, 10390, 10802 and 2004-12-087.