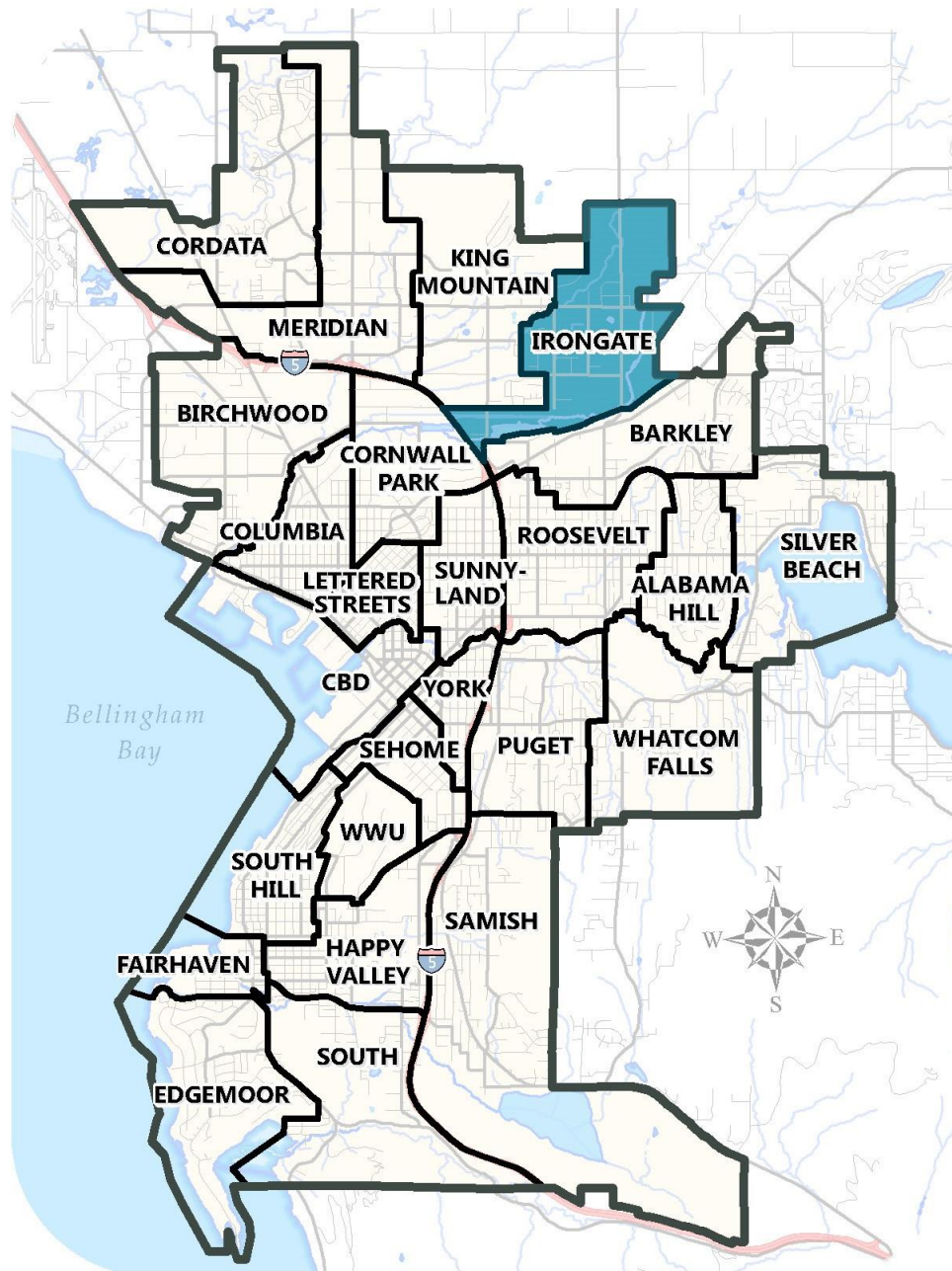




Irongate Neighborhood Plan

As adopted by Ordinance No. 2010-12-068 and amended by Ordinance 2015-11-044

Mt. Baker Neighborhood - As adopted by Ordinance No. 8868 and amended by Ordinances 8946, 8995, 9174, 9271, 9601, 9697, 9705, 9713, 10521, 10658, 1998-11-087, 2001-06-040, 2002-09-062, 2004-12-087, 2006-12-123 and 2023-11-033



Neighborhood Plan Adoption: In 1980, the Bellingham Plan was adopted and included individual plans for each neighborhood. When the Washington State Growth Management Act (GMA) was adopted in 1990, the City was required to update and amend the Bellingham Plan to include comprehensive planning elements required by the GMA. The Bellingham Comprehensive Plan was adopted in 1995 and again included all of the individual neighborhood plans.

Neighborhood Plan Amendment: The Bellingham Municipal Code (BMC) 20.20 includes procedures by which individual property owners may petition the City for an amendment to an individual neighborhood plan. This may be a simple text amendment to address a condition or concern in a particular neighborhood or it may be a request for a change to the land use designation in a portion of a neighborhood. Because the neighborhood plans are adopted as part of the Bellingham Comprehensive Plan, the GMA restricts amendments to once per year. The deadline for submitting neighborhood plan amendments to the City is December 1 of each year (See BMC 20.20). An amendment to a neighborhood plan is made by ordinance. All of the changes made to this plan since it was originally adopted are listed on the last page of the plan.

Neighborhood Plan Update: Periodically, individual neighborhood plans merit a complete update due to changes of conditions in the neighborhood and/or the City. A complete neighborhood plan update can be a complex process requiring a great deal of time, public participation, and planning staff resources. Some of the individual neighborhood plans that were originally adopted in 1980 have received complete updates, while others have not.

IRONGATE NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

The Irongate Neighborhood was created in 2010 as part of the northern neighborhood boundary review project. Approval of a number of large annexations (including the 640-acre Bakerview/Hannegan area in 1998) caused several of the north-end neighborhoods to grow very large. Some residents asked the City to review the boundaries of the Mt. Baker, Guide Meridian/Cordata, Meridian and King Mountain Neighborhoods in 2009. As a result, the Mt. Baker Neighborhood was divided into two new neighborhoods in 2010, Irongate and Barkley.

The Irongate Neighborhood contains about 895 acres generally located east of Interstate 5 and north of Sunset Drive to the northern city limits (see map). The King Mountain Neighborhood is located to the west and the Barkley Neighborhood to the south. Irongate is zoned almost entirely for industrial development (816 acres) and is characterized by industrial and some commercial development (3 acres) in the Irongate industrial area and along Hannegan Road. The area has become one of the major employment centers in Bellingham. The balance of the land in the neighborhood (76 acres) is zoned Public, including Sunset Pond and open space along the Squalicum Creek corridor.

II. PARKS, TRAILS AND OPEN SPACE

The primary open space/environmental features in the neighborhood are the Squalicum Creek Floodplain and open space corridor, Baker Creek and Sunset Pond. Squalicum Creek begins outside the city limits and flows south then west through the Squalicum Valley Floodplain. Before leaving the neighborhood, the creek flows through Sunset Pond, one of two old borrow pits created during the construction of I-5. Together with Bug Lake, the two water bodies serve as detention and as sediment traps for Squalicum Creek. They can pose a problem, however, for juvenile salmon when bass and other predacious non-native fish in the warmer water of the ponds feed on the young salmon.

Baker Creek has two forks that parallel one another and join near Meridian Street just outside the neighborhood boundary. The northern tributary flows through Areas 11, 12, 13 and 14 while the southern one flows through Areas 14 and 14A of the King Mountain Neighborhood. A culvert, replaced by the City in 1997, in Baker Creek under Birchwood Avenue makes it possible for fish to make it farther upstream. Salmon eggs have been planted in Baker Creek near James Street for outmigration. However, it has not yet been determined if salmon or trout are making it into these stretches of Baker Creek since the replacement of the Birchwood culvert in 1997.

Squalicum means, “place of the chum”, referring to one of the five local salmon species. Historically, salmon and trout were abundant in the creek, but today their numbers are low due to poor habitat conditions, including water quality. Stormwater runoff continues

to degrade creek conditions, as does the removal of tree canopy and other land uses. A number of habitat restoration projects have taken place in recent years as a result of development impacts as well as community interest in restoration.

These areas provide important environmental functions that are worthy of protection. As a result, the City continues to work towards creating an open space network that connects neighborhoods with open spaces, parks, schools and commercial/employment centers. Sensitive wetland and stream corridors are being preserved for water quality, wildlife habitat, and other open space benefits.

Goal No. 1 An integrated open space system should continue to be implemented.

The larger stream corridors in Bellingham define patterns of development as well as open space. In the Irongate Neighborhood, Squalicum Creek and Baker Creek have defined these patterns to some extent.

Goal No. 2 Water quality and fish habitat improvements to Squalicum and Baker Creeks should be a priority for proposals with potential impact to the creek and its fishery; including, but not limited to, new development proposals, rezone considerations and street and utility planning.

The Shoreline Master Program (SMP), is one of several regulatory tools available to address development along Squalicum Creek and within the Squalicum Creek Valley. An updated Shoreline Master Program is expected to be approved by the State Department of Ecology in 2011. The updated SMP will offer improved protection of the ecological functions of the creek and its floodplain. The SMP also incorporates protection of other critical areas that may be within this important corridor. The SMP includes buffer standards, development setbacks and habitat restoration requirements that focus on protecting water quality and preserving habitat connectivity.

The Squalicum Creek Floodplain Management Plan (Beck, 1994), informally called the “Beck Study”, is the most comprehensive study of Squalicum Valley to date. The study determined the accurate location of the 100-year floodplain and the floodway, and identified wetlands in the Squalicum Valley in a 2.2 mile section between the Guide Meridian and Hannegan Roads. It identified problems and made recommendations with regard to flooding, fish and wildlife habitat, water quality, wetlands and land use planning.

A Coastal Zone Management (CZM) grant was awarded to the City in 1993 to resolve the conflict between floodplain, floodway, wetland development regulations and the industrial zoning and development interests in Squalicum Valley. In 1994, the City Council passed Resolution No. 54-94 approving the CZM recommendations derived from a public process for resolution of the regulation/zoning conflict in the Squalicum Valley.

As of spring 1998, the City has purchased nearly 18 acres of floodplain, which comprise

two of the CZM parcels recommended for purchase. This is land that will not be developed but rather used by the City for wetland mitigation and regional stormwater treatment, and in both cases, managed as floodplain wetlands.

Goal No. 3 The CZM recommendations described in Resolution No. 54-94 are incorporated by reference into this neighborhood plan.

The proposed “Bay to Baker” Trail has been a community-wide desire for years. The CZM process recommended a “through-valley” trail, and the Parks, Recreation and Open Space Plan proposed the same. Some sections of the trail exist informally in both the city and the county. The main section of trail in this neighborhood would be located in the Squalicum Valley, possibly on the abandoned railroad beds. A trail design should include a buffer of native vegetation on both sides.

Goal No. 4 A non-motorized trail should be developed in the Squalicum Valley as part of the proposed Bay-to-Baker Trail. The trail should have a buffer of native vegetation on both sides.

Goal No. 5 A corridor of undeveloped land along the full length of Squalicum Creek should be acquired and managed for habitat preservation and enhancement, floodplain management, public access and passive recreation.

The northern-most portion of the neighborhood is situated at the foot, and east, of King and Queen Mountains. This area is defined in part by the Baker Creek (northern tributary) and Squalicum Creek drainages. Baker Creek flows generally south and west, flowing parallel to Squalicum Creek. A city detention dam is located on Baker Creek in the vicinity of Strider Loop Road. As development occurs in the vicinity of the creek, native vegetation should be preserved as a buffer.

Goal No. 6 Retain buffers of native vegetation along Baker Creek in order to protect water quality and fish habitat.

Squalicum Creek flows in a southerly direction through this northern portion of the neighborhood, east of Hannegan Road. This section of Squalicum Creek has been impacted by agricultural uses. Restoration projects by local groups are beginning to mitigate those impacts. Historically salmon could make it upstream of this section. However, salmon have not been observed here in recent years.

Goal No. 7 Restoration efforts and monitoring of native fish populations should take place on Squalicum Creek, and especially on the section that flows through the Dewey Valley.

Stream corridors provide drainage and multiple wildlife functions. Floodplains store floodwaters. Wetlands are necessary for detention of stormwater and abatement of floodwater, improving water quality and providing wildlife habitat and open space. Wetland and floodplain regulations have deterred development, resulting in preserved open space tracts through acquisition, dedications or regulations.

Goal No. 8 Wetlands should continue to be protected, particularly when they are part of a floodplain or connected to other open space.

Goal No. 9 A trail network that provides connections to existing trails or creates pedestrian connections to neighborhood amenities should be planned for and provided as development occurs. The Open Space, Parks and Recreation element of the comprehensive plan recommends the construction and maintenance of trails as a citywide network of trail corridors and greenways.

Buffering adjacent areas from the view, noise, and odor of Interstate 5 is another priority relating to open space and quality of life issues in this neighborhood and for the traveling public.

Goal No. 10 A landscaped berm and/or buffer should be established and maintained along the length of Interstate 5 through the neighborhood.

Click here to view the [Irongate Neighborhood Open Space Map](#)

III. PUBLIC FACILITIES AND UTILITIES

Drainage

The drainage from this neighborhood uses the Squalicum Creek Basin. In general, this natural drainage corridor should be retained to the greatest extent possible, as it provides needed flood storage, conveyance and natural habitat.

A major point of concern for drainage in the neighborhood is Squalicum Creek. Recent flood management studies have shown that elements within the creek system need to be upgraded to prevent damage during large storm events. One identified improvement is construction of a flood control berm near Interstate 5.

Goal No. 11 Flood control improvements should be constructed in Squalicum Creek in accordance with the Squalicum Creek floodplain management plan.

Stormwater management is required throughout the City to mitigate the effects of increased runoff and water pollution. The presence of significant resource features in this neighborhood requires a high prioritization of stormwater in development processes.

Water

Most of the water system elements in this area are fairly new and consequently in good condition. One issue is that the neighborhood varies from 100 to 700 feet in elevation. This wide range presents problems in configuring a water distribution system that has proper pressure range and capacity. Presently, the area is served by four different sub systems. Long range planning for the area includes significant revisions to the existing systems. Developments should construct new infrastructure components consistent with the City's Comprehensive Water Plan.

The industrial area annexed in 1998 has the infrastructure in place to support continued growth within the subareas. Long term goals consist of reorganizing pressure zone boundaries outlined in the City's Comprehensive Water Plan and aligning the industrial area with a water system that provides optimum pressure and fireflow capacities.

Sanitary Sewer

Sewage facilities in this neighborhood have been recently constructed. Because of this, the condition of the system is mostly good to excellent. The City's Comprehensive Sewer Plan should be utilized in the planning of new sewerage works.

Gravity sewer service is available to most existing parcels within the neighborhood. The industrial area along East Bakerview Road has hydraulic capacity downstream for continued growth.

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

IV. CIRCULATION

Arterials

The dominant circulation routes providing arterial access in the Irongate Neighborhood are Sunset Drive (SR 542), East Bakerview Road, James Street and Hannegan Road. Sunset Drive is the second busiest arterial in the city next to Meridian Street. In 2007, Sunset Drive carried over 32,000 vehicles per day at the Interstate 5 intersection and nearly 25,000 vehicles per day at the Woburn Street/Hannegan Road intersection.

North-south oriented secondary arterials include the Orleans-Woodstock-James corridor on the west side of the neighborhood, and the Woburn-Hannegan corridor. James Street between Woodstock Way and East Bakerview Road would benefit from urban improvements as vehicle, transit, bicycle and pedestrian travel increases between Sunset Square and the King Mountain Neighborhood to the north.

Truck traffic could be diverted off the Mt. Baker Highway and Sunset Drive by constructing a connection between the Mt. Baker Highway and Bakerview Road. Bakerview is a principle arterial that serves the industrial area at the Hannegan intersection, has a freeway interchange at I-5, and leads directly to the Bellingham International Airport and its associated industrial areas. Development and re-development along Bakerview and Hannegan Roads should provide a minimum setback of 10 feet.

Goal No. 12 A connection from the Mt. Baker Highway to Bakerview Road should be constructed and Bakerview Road should be upgraded to primary arterial/truck route standards (where not already completed), in order to serve truck traffic presently using the Mt. Baker Highway/Sunset Drive.

Goal No. 13 James Street from Woodstock Way to Bakerview Road should be improved to include bike lanes and pedestrian facilities.

Residential Streets

Residential street standards shall be as follows:

Goal No. 14 The appropriate residential street standard in this neighborhood is a 28-foot wide street with curbs, gutters, storm drainage, a planting strip and sidewalks. Streets traversing steep slopes may be allowed less width and fewer sidewalks.

Industrial Streets

Due to a condition of the annexation agreement when the Irongate industrial area was annexed in 1998, development in the Irongate/Hannegan area industrial zone is exempt from the requirement to provide curb, gutter and sidewalks. All streets in that industrial area will have open drainage and minimum standard, 28-foot, industrial-oriented streets.

Bicycle Facilities

The Irongate Neighborhood has the potential for providing bike friendly surroundings and convenient bike travel corridors that are used for both recreation and commuting. The key to realizing this potential is considering how bikes would affect and be affected by future plans and developments. Bike corridors in this neighborhood should also be consistent with those in other neighborhoods to provide a citywide system. Residents, employees and the city benefit by making the area more accessible and secure for bicycle travel.

There are several formal and informal bicycle links in the neighborhood that form the basis of a bicycle route network. These should be upgraded and maintained as all-weather bike/pedestrian paths and routes. The near term emphasis should be to work to build the links between the pieces to provide a safe, secure network of bicycle facilities. Curb ramps must be provided wherever a path intersects with streets. Bollards should be installed to prevent motorized traffic where necessary. Some of the existing roads appear to be of sufficient width and traffic volume to provide safe biking corridors at this time. Future development and street upgrades may require striping of bike lanes and on-street parking restrictions to maintain safe bike routes.

Parking for bicycles should be provided in any commercial development in accordance with the City's parking requirements.

A network of bike facilities is proposed to assist bicycle travel throughout the neighborhood. Since there are limited connections to the county and to the west (under and over Interstate 5) to the shopping and recreation areas of the city; these few links will always have some bicycle traffic and are potential bottlenecks. Wherever possible, alternatives without heavy truck and automobile traffic should be considered. The following is a list of specific improvement actions needed in the Barkley Neighborhood:

Goal No. 15

- A. Construct a trail (part of the Bay-to-Baker Trail) along the railroad right-of-way from Interstate 5 east to the city limits. Connections to the Irongate Road and Orchard Street Trails should be provided.
- B. Widen and add bicycle lanes to James Street from Woodstock Way to East Bakerview Road.
- C. Improve and complete a trail linking the east end of Orchard Drive to Irongate Road.
- D. Construct a connector trail or designated bike/pedestrian route from Hannegan Road to McLeod Road.

- E. Construct a trail connecting McLeod Road with the proposed Baker-to-Bay Trail. The connection should be near the Interstate 5 railway underpass. Any creek crossing would entail construction of a bridge or culvert.
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Click here to view the [Irongate Neighborhood Land Use Map](#)

VI. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

The Irongate Neighborhood's 895 acres are divided into 18 distinct subareas, allowing predominately industrial development. When this area was annexed in 1998, the County zoning in place at the time (General Manufacturing, Light Impact Industrial and General Commercial) was transferred to City zoning.

The acreage in each type of land use category is listed below.

Industrial	816acres
Commercial	3 acres
Public	76 acres
TOTAL	895 acres

Area 1

This Planned Industrial zoned area is generally bounded on the north by the Division Road right-of-way, on the east by Hannegan Road, on the southeast by the base of the Dewey Valley, and on the west by King Mountain Neighborhood. The area contains approximately 117 acres and remains mostly undeveloped with the exception of properties located on Division Road just west of Hannegan Road.

Much of this area is impacted to some extent by the 1994 R.W. Beck study that re-evaluated the Squalicum Floodplain and found that this floodplain and floodway are substantially larger than previously identified. As a result of this finding, the Coastal Zone Management study recommended zoning changes for several properties. In addition to floodplain constraints, properties may also be affected by the presence of wetlands. The Squalicum Creek Trail is planned along the Squalicum Creek corridor.

Care should be taken during the development of the five acre parcel located at the northwest corner of Orchard Drive and Irongate Road to ensure that wetlands located in the southern portion of the property are protected and adequate screening is provided for any future residential development on properties to the west.

AREA 1 LAND USE DESIGNATION: INDUSTRIAL

Area 2

This 6-acre parcel of publicly owned land is located at the southwest corner of the Division Street/Bakerview Spur Road intersection and adjacent to the City of Bellingham Vactor Waste Facility. The parcel is generally flat with the southern edge of the property sloping abruptly down to the Squalicum Creek Valley. Area 2 is surrounded by light manufacturing operations and industrial warehouses in Area 1.

If Whatcom County purchases, leases or trades land for Area 2 prior to July 1, 2004, then the land use and zoning designation shall remain Public, Government Services. If

Whatcom County fails to purchase, lease or trade land for Area 2 prior to July 1, 2004, or otherwise communicates its intent to not purchase, lease or trade land for Area 2 prior to that date, the land shall immediately revert to a land use and zoning designation of “Industrial, Planned, Light Manufacturing and Warehousing only” to reflect the existing surrounding uses and zoning designation in Area 1.

AREA 2 LAND USE DESIGNATION: PUBLIC

Area 3

This undeveloped 23-acre area is located east and west of James Street. The old Milwaukee Road rail right-of-way runs through the area in an east/west direction.

Much of this area is impacted to some extent by the 1994 R.W. Beck study that re-evaluated the Squalicum Floodplain and found that this floodplain and floodway are substantially larger than previously identified. As a result of this finding, property lying south of the rail right-of-way between James Street and Interstate 5 has been purchased by the City and was rezoned to a Public, Open Space designation (see Area 15). In addition to floodplain constraints, properties in this area are also affected by the presence of wetlands.

Planned trails in this area include the proposed Squalicum Creek Trail and the King Mountain Trail. James Street could serve as a link to the Squalicum Creek Trail and should be improved to include bike lanes and sidewalks.

The sixty-foot wide former Orchard Street right-of-way lying adjacent to the southern boundary of this area between James Street and Interstate 5 is now in private ownership. The zoning boundary between this Planned Industrial area and the residential area to the north is currently the center of this right-of-way. Given that the property is now in private ownership and that it may be suitable for either residential or industrial use, this parcel may be added to this industrial area, or may be added in part or wholly to the residentially zoned area to the north at the property owner’s option.

If developed industrially, flexible setbacks are appropriate because of the size of the property. Setbacks should be concentrated where this industrial zone abuts a residential zone. A buffer should be installed within this setback that screens the industrial area from the residential area to the north.

AREA 3 LAND USE DESIGNATION: INDUSTRIAL

Area 4

This 21-acre area consists of a 17-acre pond, called Sunset Pond that is owned by the City of Bellingham. Sunset Pond Park should be preserved as part of the Squalicum

Valley open space corridor of wetlands and floodplain. The west side could become a more formal park with the addition of picnic and playground equipment. This is also a good location for a trailhead for the Squalicum Creek Trail.

AREA 4 LAND USE DESIGNATION: PUBLIC

Area 5

This area is approximately five (5) acres located west of Irongate Road. The Irongate Industrial Park surrounds this area on the north, east, and south with residential zoning to the west. As such, a Light Industrial designation with specific conditions on uses and screening is appropriate. All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone (LII) as of the date of annexation (1998) may be allowed. The Conditional Uses allowed in Whatcom County's LII zone as of the date of annexation may be considered through the planned development process. Retail sales limited to items manufactured or assembled on site are appropriate.

A twenty-five foot setback, along with a wall of trees or other screening as defined in the Land Use and Development Code, shall be provided along the western property line.

Access to industrial development shall be from the industrially zoned areas to the east. This property need not abut a full standard street or sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval by the City's Public Works Department. To insure the orderly development of sewer services within and outside the city limits, a twenty-foot easement for sewer shall be provided along the northern boundary of the site.

AREA 5 LAND USE DESIGNATION: INDUSTRIAL

Area 6

This area is approximately 54 acres located generally between East Bakerview Road on the north, Division Street on the south, and Irongate Road on the east. The area's western boundary is approximately 1,300 feet east of James Street.

Characterized by industrial development, the area is predominately flat with gently rolling terrain along the northwest corner of the area. A portion of Baker Creek crosses the northwest corner of the area with well defined banks and groves of trees. Vegetation along the ravine consists of clusters of conifers and deciduous trees. Baker Creek should be protected and existing trees should be incorporated into landscaping designs when feasible. The area is served with sewer and water.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone (LII) as of the date of annexation (1998) may be allowed in this area. Those

conditional uses allowed in Whatcom County's LII zone as of the date of annexation may be considered through the planned development process. Retail development not associated with industrial uses is prohibited. As development occurs, buffers separating industrial uses from adjacent residentially zoned land shall be required.

Properties need not abut a full standard street or sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval of the City Public Works Department. Internal roads serving this industrial area include: Midway Lane, Hammer Drive, Jill's Court and Baker Creek Place. Property owners shall deed these road rights-of-way to the City of Bellingham. The City shall own, operate, maintain and improve these streets to all weather standards at no cost to the property owners. The City would process building permits allowing street improvement standards recommended by and approved for this area by the City Public Works Department.

AREA 6 LAND USE DESIGNATION: INDUSTRIAL

Area 7

This area is approximately 156 acres located between East Bakerview Road on the north, Division Street on the south and Hannegan Road on the east. Irongate Road forms the area's western boundary. Characterized by industrial development, some lots have been cleared for future development. The area is generally flat and is served with sewer and water.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing zone (GM) as of the date of annexation (1998) may be allowed in this area. Those conditional uses allowed in Whatcom County's GM zone as of the date of annexation may be considered through the planned development process. Retail development not associated with industrial uses is prohibited in this industrial area.

Properties need not abut a full standard street. Property owners will not be required to sign an LID commitment for street improvements as a condition of obtaining a building permit subject to approval of the City's Public Works Department. Internal roads serving this industrial area include: Bakerview Spur, Irongate Road, Alpine Way, Ron Henifin Street and Midway Lane. Property owners shall deed these road rights-of-way to the City of Bellingham. The City shall own, operate, maintain and improve these streets to all weather standards at no cost to the property owners.

AREA 7 LAND USE DESIGNATION: INDUSTRIAL

Area 8

This area is approximately three (3) acres and is located at the southwest corner of the East Bakerview and Hannegan Road intersection. Currently, a service station and

convenience store are located on the site. Any additional development of this area should be limited to uses that primarily serve the industrial businesses in the vicinity. All permitted and accessory uses allowed in Whatcom County's General Commercial (GC) zone as of the date of annexation are allowed in this area. Those conditional uses allowed in Whatcom County's GC zone as of the date of annexation may be considered through the planned development process.

AREA 8 LAND USE DESIGNATION: COMMERCIAL

Area 9

This area is approximately 89 acres and is located east of Hannegan Road and south of East Bakerview Road. Squalicum Creek flows from north to south bisecting the area generally into two sections. The portion of the area lying between Hannegan Road and Squalicum Creek is approximately 43 acres. Western Washington University operates an Environmental Education Facility along the ridge of the area adjacent to Hannegan Road. The southern portion of the area has industrial development including an asphalt plant and construction company taking access from Hannegan Road. A mixture of woodland and pasture vegetation dominates the area west of Squalicum Creek. That portion of the area lying east of the creek is approximately 46 acres, is developing with industrial uses, and takes access from East Bakerview Road. Twenty-six acres between Squalicum Creek and the abandoned railroad right-of-way were approved as the Bakerview Valley Industrial Park General Binding Site Plan GBSP94-0003 that is hereby adopted by reference. A natural gas pipeline traverses the area in an east/west alignment, and a transmission oil pipeline extends in a north/south alignment through the Bakerview Valley Industrial Park. In 1994, at the request of Water District #16, the City of Bellingham assumed responsibility for providing water to customers formerly serviced by the district. This area has sewer and water services.

Improvements to Hannegan Road and East Bakerview Road should include managed access allowing one driveway per parcel with a minimum of 300 feet spacing between driveways and the intersection. Internal roads would meet City performance standards recommended for this industrial area, including 60-foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders, and enclosed stormwater collection system. However, property located within the Bakerview Valley Industrial Park shall be developed according to the conditions adopted in GBSP94-0003, except from trails and buffers.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing (GM) zone as of the date of annexation (1998) may be allowed in this area. Those conditional uses allowed in Whatcom County's GM zone as of the date of annexation may be considered through the planned development process. As development occurs, an open space corridor and trail system is recommended along Squalicum Creek, and/or the old railroad right-of-way, to connect areas within the Irongate Neighborhood to existing trail systems along Squalicum Creek and extending further out into the

county to ultimately connect with the Bay-to-Baker Trail. Between the abandoned railroad right-of-way and East Bakerview Road, a 50-foot vegetative buffer along both sides of Squalicum Creek shall be maintained for fish and wildlife habitat. Pedestrian access shall not be allowed in this buffer.

AREA 9 LAND USE DESIGNATION: INDUSTRIAL

Area 10

This area is approximately 30 acres and is located generally between Ross Road (unimproved) on the north, East Bakerview Road on the south and Hannegan Road on the west. The terrain slopes gently to the east abutting the western edge of the Dewey Valley. Residentially zoned property lies east of the area adjacent to Ross Road, while industrially zoned property is adjacent to East Bakerview Road. Approximately 20 acres of this area are densely forested and undeveloped. A mixture of woodland and pasture vegetation dominates the northern portion and Squalicum Creek flows through the southeastern corner of the area. The area is vacant, except for a single-family dwelling taking access from East Bakerview Road.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone (LII) as of the date of annexation may be allowed in this area. Those conditional uses allowed in Whatcom County's LII zone as of the date of annexation may be considered through the planned development process. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses. The Squalicum Creek corridor should be protected.

Improvements to Hannegan Road and East Bakerview Road should include managed access allowing one driveway per parcel with a minimum of 300 feet spacing between driveway and from the intersection. Internal roads would meet City performance standards recommended for this industrial area, including 60-foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders and enclosed stormwater collection system.

AREA 10 LAND USE DESIGNATION: INDUSTRIAL

Area 11

This area is approximately 199 acres located north of Ross Road (unimproved) and includes property both east and west of Hannegan Road. The terrain is generally flat transitioning to gentle rolling hills to the west adjacent to Queen Mountain. Baker Creek, a year-round tributary of Squalicum Creek, begins in the upland areas east of Hannegan Road and south of Kelly Road, and flows southward through the area. Baker Creek has steep banks along most of its reach, with a mixture of forest and pasture vegetation on the uplands. Some wetlands associated with the creek are located west

of Hannegan Road. Although most of this area is presently characterized by single family dwellings and associated buildings including barns, garages and sheds, portions of the area have been cleared for future industrial development. The area's larger parcels provide for better site design options. Located east of Hannegan Road, adjacent to Ross Road (unimproved), is the Hannegan Speedway. The Speedway has been in operation since 1946 and is owned by the Mount Baker Motorcycle Club. It is listed as one of the 10 oldest motorcycle clubs in the United States.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing (GM) zone as of the date of annexation (1998) are allowed in this area. Those conditional uses allowed in Whatcom County's GM zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor. Additional buffering may be required next to residential boundaries to the north, west, and east especially for more intensive industrial uses.

Improvements to Hannegan Road include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways. Internal roads shall meet City performance standards recommended for this industrial area, including 60-foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders and enclosed stormwater collection system.

AREA 11 LAND USE DESIGNATION: INDUSTRIAL

Area 12

This area is approximately 44 acres and is located between Ross Road (unimproved) on the north and East Bakerview Road on the south. Hannegan Road is the area's eastern boundary and Baker Creek forms the area's northwestern boundary. The area is generally flat and characterized by existing industrial development, including manufacturing firms, a wood chipping operation, a trucking company, construction and other industrial businesses. Some vacant land has been cleared for future development. The area has city sewer and water.

All permitted and accessory uses allowed in Whatcom County's General Manufacturing (GM) zone as of the date of annexation (1998) are allowed in this area. Those conditional uses allowed in Whatcom County's GM zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor. Access to this area is from Hannegan Road and East Bakerview Road.

Improvements on East Bakerview Road and Hannegan Road shall include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways and from the intersection. Internal roads shall meet City performance standards recommended for this industrial area, including 60-foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders and enclosed stormwater

collection system.

AREA 12 LAND USE DESIGNATION: INDUSTRIAL

Area 13

This area is approximately 32 acres and is located generally between Ross Road (unimproved) on the north and East Bakerview Road on the south. Baker Creek forms the area's southeastern boundary. The terrain is generally flat adjacent to East Bakerview Road and transitions to rolling hills toward the interior lots on the north. Queen Mountain forms a backdrop to the area. Presently, single family residences are located along the hillside and adjacent to East Bakerview Road. Several areas have been cleared for future development.

All permitted and accessory uses allowed in Whatcom County's Light Impact Industrial zone (LII) as of the date of annexation (1998) are allowed in this area. Those conditional uses allowed in Whatcom County's LII zone as of the date of annexation may be considered through the planned development process. As development occurs, special consideration should be given to protection of the Baker Creek corridor and site design along Baker Creek. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses.

Improvements on East Bakerview Road shall include managed access, allowing one driveway per parcel with a minimum of 300 feet spacing between driveways. As development and redevelopment occurs, internal roads shall meet City performance standards recommended for this industrial area, including 60-foot rights-of-way, 24 feet of asphalt pavement, thickened edge asphalt, curbs and gravel shoulders and enclosed stormwater collection system. Access to this area should be designed to separate industrial from residential areas and their associated traffic.

AREA 13 LAND USE DESIGNATION: INDUSTRIAL

Area 14

This area is approximately seven (7) acres located south of East Bakerview Road, generally between the northern boundary of Irongate Industrial Park on the south and Baker Creek on the north. Baker Creek divides the parcel into residentially zoned property north of the creek and industrially zoned property south of the creek. Generally flat, the terrain gently slopes toward Baker Creek. Existing groves of trees extend along the creek ravine and should be protected as development occurs. Special consideration should be given to site design along Baker Creek. Additional buffering may be required next to residential boundaries especially for more intensive industrial uses.

Access to this area should be designed to separate industrial and residential areas and their associated traffic. Industrial vehicles shall not be allowed to access this area from the north across Baker Creek. Access to this area shall come from industrial roads.

AREA 14 LAND USE DESIGNATION: INDUSTRIAL

Area 15

This 10-acre City owned property is located south of the old railroad right-of-way between James Street and Interstate 5. The parcel lies almost entirely within the floodway of Squalicum Creek, as identified by the 1994 R.W. Beck floodplain study, and is also affected by wetlands. The property was purchased by the City for use as a stormwater management and wetland mitigation site. A portion of Squalicum Creek Trail may be located in this area.

AREA 15 LAND USE DESIGNATION: PUBLIC

Area 16

This publicly zoned property is approximately eight (8) acres and is located east of the Irongate Road right-of-way near Squalicum Creek. The property is severely impacted by the Squalicum Creek floodplain and wetlands and has been purchased by the City for wetland mitigation, stormwater management and open space. Restrictions on the deed do not allow for use of this property as a park or for trail purposes.

AREA 16 LAND USE DESIGNATION: PUBLIC

Area 17

This approximately 27-acre property, generally located at the southeast corner of Hannegan Road and the McLeod Road right-of-way, is owned by the State Department of Natural Resources. The 1994 R.W. Beck study found that the Squalicum Creek floodplain, as well as wetland restricts this property. Due to this finding, a Public, Open Space designation is appropriate.

AREA 17 LAND USE DESIGNATION: PUBLIC

Area 18

This area is located between James Street and Interstate 5, and consists of approximately 14 acres. The area is comprised of the former State Department of Transportation site and the Pacific Insulation and mini-storage facility.

The Department of Transportation filled much of the area. However, wetlands remain in the northwestern portion of the property. These wetlands should be retained.

AREA 18 LAND USE DESIGNATION: INDUSTRIAL

Area 19

Area 19 is approximately 25 acres in size and located within the eastern portion of the Irongate Neighborhood. The entire area lies within the Squalicum Creek watershed and is within the Lower Squalicum sub-basin. According to the City's GIS data the area is relatively flat, but critical areas consisting of steep slopes and wetlands may be located within and adjacent to the area. To confirm the classification and location of these environmental features further analysis may be necessary.

The Industrial land use designation of Area 19 is intended to accommodate certain industrial uses where special consideration must be taken for physical site conditions and their relationship to less intense surrounding uses. This area is intended to primarily serve a broad range of industrial uses relating to, but not limited to: distribution, manufacturing, warehousing, and wholesaling. Therefore, in order to reserve this area for those uses, retail uses should only be allowed as an accessory use to a primary industrial use.

As development occurs within this area:

- E. Bakerview Road should be extended and improved to arterial standards. Vehicle access points onto the arterial street should be limited and shared vehicle access is encouraged;
- 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 from non-industrial zones; and
- Trails and a public park should be provided as indicated in the Bellingham Comprehensive Plan.

Three pipelines are located in or adjacent to the area, Cascade Natural Gas Corporation has a high pressure pipeline that extends 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 near the northwest corner of the area. 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 critical areas and the above mentioned pipelines within the area, special attention should be given to these features early in the development concept phase.

AREA 19 LAND USE DESIGNATION: INDUSTRIAL
