



South Neighborhood Plan

As adopted by Ordinance No. 8868 and amended by Ordinance Nos. 8946, 9330, 10615, 200-12-094, 2004-12-087 and 2014-09-042.

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.

SOUTH NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

Having a variety of significant natural features and relatively little development, the physical characteristics of the South Neighborhood play a major role in the area's character. Chuckanut Mountain rises steeply from Chuckanut Creek in the southernmost part of the neighborhood. This hillside provides a green backdrop for Bellingham to the south - one of the features, which makes the city a unique and attractive place to live. There are several steep undeveloped hills located south of Valley Parkway, which also are an attractive backdrop feature within the Happy Valley area. Chuckanut Bay is another resource within the neighborhood, which is an historic site as well as a unique natural recreational resource of city wide significance. There are also several water bodies within the neighborhood, which are used and valued by residents. These include Hoag Lake (Broad Street Pond), Chuckanut Creek, and the marsh area along the interurban right-of-way.

Development in the South Neighborhood has been limited by these physical restrictions and has occurred in small residential pockets, primarily in the more developable parts of the neighborhood. Most of these areas are developed at a low density with housing which is a mixture of ages and conditions. There are two exceptions to this, one being the area along Chuckanut Drive where there is an older motel, and the other a relatively recently developed mobile home park and 7,200 square foot per lot subdivision. Other development which is atypical of the area is an apartment complex built under a special density zoning arrangement south of Valley Parkway near 20th Street. Residential areas also occur along 30th Street, California Street, Lake Samish Drive, Chuckanut Drive at the city limits, off the southern developed extremities of 25th and 26th Streets, south of Valley Parkway between 14th and 22nd Streets, and Chuckanut Village at Chuckanut Bay. These are for the most part, secluded houses tucked into heavily vegetated yards. The residential streets throughout the neighborhood are 10-18 feet wide with oil and gravel surfacing and open storm ditches. There is sewer service only to a few places in the northernmost portion of the neighborhood, so all of the development which is not adjacent to Chuckanut Drive or Valley Parkway is on septic tanks. Chuckanut Village perhaps epitomizes the rural character of the area. It perfectly fits the image of a small, secluded Puget Sound fishing village.

Neighborhood Plan Proposals

II. OPEN SPACE

Fairhaven Park and Rose Garden is a city park within the South Neighborhood which is highly valued by the residents of this and adjacent neighborhoods, as well as by citizens throughout Bellingham. Located on Padden Creek, this 16-acre area is part of the city's heritage of community parks. It was donated and developed early in the city's history. A variety of facilities have been developed over the years including children's play areas, tennis courts, wading pools, ball fields, horseshoe pits, a community building, and a covered shelter. Many of these facilities are old and worn from many years of heavy use.

FAIRHAVEN PARK SHOULD BE REFURBISHED, INCLUDING RENOVATION OR REPLACEMENT OF EXISTING STRUCTURES, UPGRADING THE TENNIS COURTS, IMPROVING DRAINAGE, IMPROVING PEDESTRIAN ACCESS TO THE PARK, AND IMPROVING THE PARKING SITUATION.

Arroyo Park is an undeveloped city park located along Chuckanut Creek in the southern portion of the South Neighborhood. This 38 acre park is virtually all either very steep or creek bottom. Present park use consists of local children fishing, hiking and camping along the creek. At one time there was a system of primitive trails in the park, with picnic areas located on more level bench areas on the trails. Residents at the meetings expressed a desire to have these uses re-established in the park. The city's Shoreline Management Master Program (1974) designates this portion of Chuckanut Creek as Natural, a classification which prohibits any development within 200 feet of the creek. Trail development is allowed as a Conditional Use only to alleviate a situation, which is damaging to the natural environment.

ANY DEVELOPMENT OF ARROYO PARK SHOULD BE RESTRICTED TO PRIMITIVE TRAILS, AND SHOULD BE DONE ONLY TO ALLEVIATE DAMAGE OCCURRING DUE TO INDISCRIMINATE USE.

The old Interurban Railroad right-of-way passes through the South Neighborhood, paralleling Chuckanut Drive to Lake Samish Drive, then heading northerly along 24th Street to Valley Parkway and along the Parkway west to Fairhaven Park. This right-of-way, used for approximately 20 years as an electric railway, has been unused for almost 50 years. The City Parks and Recreation Department, in conjunction with the Whatcom County and Washington State Parks and Recreation Departments, is in the process of acquiring and developing this old railroad grade for a multiple purpose trail from Fairhaven Park to Larrabee Park. It is presently used extensively by residents of the southern part of Bellingham for hiking and horseback riding.

When developed, it will be usable for bicyclists also. As it develops, it will be used by more horseback riders who will be transporting their horses by trailer. Fairhaven Park is not large enough to serve as a parking area for large numbers of cars with horse trailers. The trail passes through a city-owned gravel pit near Arroyo Park. This area could serve as a parking area/trail head for horses on the Interurban Trail. The city-owned gravel pit is also located so that it could be a trail head for several other hiking/horseback riding trails to various lakes, viewpoints, and other areas of interest on Chuckanut Mountain.

THE INTERURBAN TRAIL SHOULD BE DEVELOPED FOR PEDESTRIAN, BICYCLE, AND HORSE USE, UTILIZING PART OF THE CITY GRAVEL PIT AT CHUCKANUT DRIVE AND CALIFORNIA STREET AS A TRAIL HEAD AREA FOR HORSES.

Chuckanut Bay is a unique and valuable resource of at least countywide significance. The area is recognized as such in the city's existing Comprehensive Land Use Plan (1967) as well as in every city and county park, recreation, and open space plan written since 1965. In 1963, 1,400 signatures were submitted on a petition requesting that there be no vacation of city rights-of-way on the tidelands, and that the city should buy those areas, which were not publicly owned. The city's Shoreline Management Master Program (1974) classifies the tidelands and adjacent marsh areas as Natural and the beach area as Conservancy I, which allows minimal development within 100 feet of the shoreline. The Natural designation essentially prohibits development. The Whatcom County Interagency Park, Recreation, and Open Space Study (1977) identified Chuckanut Bay and the adjacent Clark's Point area as high priority sites for acquisition, along with the city's creek corridors. The tideflats in Chuckanut Bay are created, in part, by the constriction of tidal flushing by the rip-rapped Burlington Northern Railroad track bulkhead. There is presently one opening in that bulkhead. It was recommended in the neighborhood planning process that a second opening be made to allow better flushing of the area, thereby reducing the rate of sedimentation in the bay. The Natural designation in the Shoreline Management Master Program is based on the importance of the tidelands as a highly productive and healthy biotic system. Increased flushing which may occur as a result of a second opening may reduce the size and productivity of the mud flats.

THE CITY SHOULD PURSUE THE ACQUISITION OF CHUCKANUT BAY TIDEFLATS AND APPROPRIATE ADJACENT SHORELINE AREAS. DEVELOPMENT OF THESE AREAS IS OF LOWER PRIORITY. THIS DEVELOPMENT SHOULD BE MINIMAL, AND DONE WITH SENSITIVITY TOWARD THE ENVIRONMENT AND THE CHUCKANUT BAY COMMUNITY.

All of Chuckanut Creek within the city limits and portions of Padden Creek are within the South Neighborhood. These are two of the four major water courses within Bellingham which have been identified in the Whatcom County Interagency Park, Recreation, and Open Space Plan as greenbelt corridors which should be maintained and enhanced. These water course areas generally have low development potential due to flooding, drainage problems, and/or steep slopes. They also are valuable for recreation, aesthetics, and wildlife habitat.

Valley Parkway, in its present undeveloped state, is a valued part of the character of the South Neighborhood, as well as a significant visual amenity of citywide importance. While it is unrealistic to expect the Parkway to remain undeveloped, some of the character of the Parkway can be maintained by encouraging future development along the road to use the area along the Parkway to meet the open space requirements of the site development. The city's Street Tree Plan (1975) also recommends street trees along the Parkway as a high priority. This would also help maintain a greenbelt character along the road.

GREENBELTS SHOULD BE MAINTAINED ALONG PADDEN AND CHUCKANUT CREEKS AND VALLEY PARKWAY.

As mentioned in the neighborhood character section, there are many steep hillside areas within the South Neighborhood. These areas are very difficult expensive to develop. The development of such areas can create serious erosion and siltation problems, alter drainage patterns, increase volumes of surface water runoff, and create potential slumping or sliding of the hillside. Many of these steep hillside areas are also a valued visual amenity for residents of the area and the city as a whole.

STEEP HILLSIDE AREAS SHOULD BE MAINTAINED IN THEIR NATURAL CONDITION WHEREVER POSSIBLE.

There are several significant marsh areas within the South Neighborhood. These areas serve a function in the hydrological cycle in the area and serve as storage areas for storm water runoff. In an area, which already has drainage problems, the filling of these marsh areas would significantly increase these problems. The marshes were also noted by residents of the area as an appreciated wildlife habitat.

THE MARSH AREA ALONG THE INTERURBAN RIGHT-OF-WAY SHOULD BE RETAINED IN ITS NATURAL CONDITION.

It is not yet an issue of concern in the South Neighborhood, but in more developed parts of the city which are transected by Interstate 5, the undesirable effects of noise and visual "pollution" are noted as problems. In order to avoid such problems as the area along the freeway develops in the future:

A BUFFER OF VEGETATION SHOULD BE MAINTAINED AND ENHANCED ALONG INTERSTATE-5.

III. PUBLIC FACILITIES AND UTILITIES

Drainage

Drainage is a problem, which was noted by residents in all portions of the South Neighborhood. Wet marshy areas, ditches filled with water, and water seeping down hills through people's yards were noted throughout the area. Soil conditions, our wet climate and the hillside nature of much of the neighborhood create poor drainage without any development. As ground cover is removed and impermeable surfaces are created, any drainage problem will be increased.

THE COMPREHENSIVE DRAINAGE PLAN (1973) RECOMMENDATIONS SHOULD BE IMPLEMENTED. TO WIT: AS A GENERAL RULE, NATURAL DRAINAGE SYSTEMS SHOULD BE RETAINED TO SERVE THEIR HYDROLOGICAL

FUNCTIONS, CLEARING OF VEGETATION DURING DEVELOPMENT SHOULD BE HELD TO A MINIMUM, AND RUNOFF FROM NEW DEVELOPMENT SHOULD BE CONTROLLED TO PREDEVELOPMENT RATES. A STORM SEWER TRUNK IS ALSO PROPOSED DOWN THE INTERURBAN TO PADDEN CREEK AT VALLEY PARKWAY.

Water

The South Neighborhood, being predominantly undeveloped, is served only by long dead end water mains. Many of these lines will have to be replaced and looped as development takes place.

Sanitary Sewer

The neighborhood is almost entirely unsewered.

Schools

The Bellingham School District's Long Range Development Plan (1973) recommends that a new school be built to replace Larrabee School. Since that plan was written, population in the southern part of town has continued to grow and the need for a new facility has been amplified. The site of the existing school is too small to accommodate a new structure and provide an adequate outdoor play area. There are sites of adequate size within the South Neighborhood, which should be considered for a future elementary school.

Click here to view the [South Neighborhood Arterial Routes Map](#)

IV. CIRCULATION

Arterials

The existing arterial road system in the South Neighborhood circles the area, or at least most of the developed part of it. Valley Parkway, on the neighborhood's northern boundary, is the only primary arterial. Chuckanut Drive is the western boundary for a good part of the neighborhood and is the only designated secondary arterial. Lake Samish Drive, in the south, and 30th Street, near the eastern edge, are designated neighborhood collectors.

Being a primary arterial and a designated truck route, Valley Parkway is meant to serve inter-city and cross town intra-city traffic patterns. Anticipated traffic volumes are 10,000 vehicles per day, although existing volumes are considerably less than that. Traffic volume in 1977 on the Parkway west of 30th was approximately 6,500 vehicles per day, and, using Washington State Urban Arterial Board projection techniques it is not expected to reach 10,000 vehicles per day until 1985. Access on primary arterials should be limited to a spacing of 600 feet between curb cuts.

Traffic volumes on Chuckanut Drive south of Hawthorne Street are low for a secondary arterial. Topographic limitations to development south of Bellingham should mean that the southern part of the road can function well as two lanes. Future development along Chuckanut Drive in Edgemoor or the northwestern portion of South Neighborhood could increase traffic volumes to the point where the bridge over Padden Creek at the neighborhood boundary may have to be widened.

Lake Samish Drive is substandard as a neighborhood collector, but it is located in a steep area with very little adjacent development. Traffic volumes are currently well below the counts typical of collectors, have not increased significantly in the past ten years, and are not projected to increase in the future. The present classification is a reflection of the fact that this is the only access from residences to more major arterials. No major widening of this road is projected.

Although traffic volumes have not increased significantly on 30th Street, either, they are higher than on Lake Samish Drive. There are also serious sight distance problems caused by a series of short, yet steep hills. The road is also narrower, being 18 feet wide for most of its length. Major improvement of 30th Street should be of a relatively low priority.

30TH STREET IMPROVEMENT SHOULD INCLUDE REDUCING SIGHT DISTANCE PROBLEMS AND WIDENING THE ROAD TO AT LEAST 12 FOOT LANE WIDTHS. PARKING SHOULD BE PROVIDED ON ONE SIDE. A SIDEWALK SHOULD ALSO BE PROVIDED ON ONE SIDE.

As noted in the discussion of Chuckanut Drive traffic concerns, the bridge over Padden Creek just north of the Chuckanut/Harthwone/12th Street intersection could present a serious bottleneck to increased traffic. Development in the Edgemoor and South Neighborhoods or to the south in the county would create this situation. The need for a new arterial to relieve some of this traffic was identified.

A NEW NEIGHBORHOOD COLLECTOR SHOULD BE CONSTRUCTED AS AN EXTENSION OF 24TH STREET SOUTH OF VALLEY PARKWAY AND CURVE WESTWARD ALONG THE HILLSIDE TO INTERSECT CHUCKANUT DRIVE AT VIEWCREST ROAD. THIS ROAD SHOULD BE DESIGNED AS A PARKWAY WITH PEDESTRIAN AND BICYCLE FACILITIES.

This road would serve two main functions: (1) allow residential development of hilltop lands east of Chuckanut Drive; and (2) channel a portion of the through traffic on Chuckanut Drive away from the heavily congested Fairhaven Business District.

Several alternative alignments were investigated for this proposed arterial street. The most obvious connection, for serving through traffic from Chuckanut Drive, would be an alignment proceeding northeasterly from the Chuckanut Drive/Lake Samish Drive intersection through the valley in the vicinity of the Interurban right-of-way.

Field inspection of this area revealed an environmentally sensitive marsh, which should be protected from development impacts and incorporated into the Interurban Trail development. The advantage to this alignment would be a more direct route for through traffic from Chuckanut Drive destined for Bellingham. However, the alignment could, in fact, draw more traffic than would be desirable to channel along 24th Street through the Happy Valley Neighborhood. In addition, even if this alignment were chosen for the new arterial, a collector street would still have to be constructed to serve the vacant land on the hill to the west of 24th Street.

The proposed alignment provides access to the potentially developable residential land in the South Neighborhood east of Chuckanut Drive, and allows for some through traffic service for vehicles from Viewcrest Road. It also avoids traversing the environmentally sensitive marsh area and provides a physical boundary to separate the marsh area from development to the west. This road would only be constructed if and when development of the vacant land on the hillside occurs.

The development of this new arterial as a parkway will help to maintain the rural, wooded character of the South Neighborhood. Where the road traverses steep hillsides, it will also require less cutting and filling - thus reducing construction costs, environmental damage, and the potential for maintenance problems.

Some concern has been expressed by Edgemoor residents that the alignment of this roadway with Viewcrest will result in poor sight distance at the intersection.

Residential Streets

The existing residential streets throughout the South Neighborhood are very rural in nature. They are generally 12-18 feet wide, surfaced with oil and gravel, and in fair condition. There are no sidewalks, and there are frequently drainage ditches next to the roads. As development occurs in the area, higher standard streets will reduce existing problems by providing parking in the street and enclosed drainage.

RESIDENTIAL STREETS SHOULD BE 28 FEET WIDE WITH CURBS, STORM DRAINAGE, PLANTING STRIPS, AND SIDEWALKS OR PATHS. STREETS TRAVERSING STEEP SLOPES MAY BE NARROWER AND HAVE FEWER SIDEWALKS.

Bicycle Facilities

A 1978 report, entitled Bicycle Facilities Planning, done for the Bellingham Office of Planning and Community Development, details on both a 5 and 25 year focus those actions which are required to provide a safe and adequate bicycle transportation system city wide.

The general focus of the 5 year program is to provide for safe cycling on existing streets while the 25 year focus is a combination of bikeways, open space, and greenbelts which will serve as both a recreational facility as well as a transportation system.

The recommendations presented here are excerpted from that report and are included to present the type of development which will be required in the neighborhood to meet its aforementioned 5 and 25 year goals.

The 5-year plan identifies primarily on-street improvements and the ones that relate to this neighborhood are as follows:

A 4-FOOT SHOULDER SHOULD BE STRIPED ON THE PADDEN CREEK BRIDGE AND ON THE SOUTHBOUND BRIDGE APPROACH FROM DONOVAN AVENUE.

IF AND WHEN VALLEY PARKWAY IS STRIPED AS A 4 LANE ROAD, SHARED USE SIGNING FOR THE OUTSIDE LANES SHOULD BE POSTED.

WHEN IT IS IMPLEMENTED BY THE FEDERAL AND STATE GOVERNMENTS, THE PACIFIC COAST BIKE ROUTE GUIDE SIGNING SHOULD BE LOCATED AT THE VALLEY PARKWAY, HAWTHORNE ROAD, AND LAKE SAMISH DRIVE INTERSECTIONS WITH 12TH STREET/CHUCKANUT DRIVE.

BICYCLE WARNING SIGNS, INDICATING NARROW, ACCIDENT-PRONE ROADWAYS, SHOULD BE POSTED: EASTBOUND ON LAKE SAMISH DRIVE AT CHUCKANUT DRIVE AND SOUTHBOUND ON CHUCKANUT DRIVE AT CHUCKANUT STORE.

THE NORTHBOUND SHOULDER OF CHUCKANUT DRIVE FROM IRIS LANE TO PADDEN CREEK BRIDGE SHOULD BE PAVED. THE SHOULDER FROM VIEWCREST ROAD TO THE BRIDGE SHOULD BE STRIPED.

THE STORM GRATE ON CHUCKANUT DRIVE, ON THE NORTHBOUND PADDEN CREEK BRIDGE APPROACH, SHOULD BE MARKED WITH A WARNING STRIPE. OF LESSER PRIORITY, STORM GRATES ON VALLEY PARKWAY SHOULD BE MARKED OR RETROFITTED TO ALLOW BICYCLES TO SAFELY TRAVEL OVER THEM.

The 25-year plan identifies primarily off-street bicycle facilities related to greenbelts and trail corridors. Those proposed in this neighborhood include:

THE INTERURBAN TRAIL SHOULD BE CONSTRUCTED WITH ACCESS PROVIDED OFF 14TH STREET AND 16TH STREET, AS WELL AS FROM FAIRHAVEN PARK. A CONNECTION PATH FROM THE RIGHT-OF-WAY TO THE CHUCKANUT DRIVE/LAKE SAMISH DRIVE INTERSECTION VICINITY VIA A TRAIL OFF THE RIGHT-OF-WAY SHOULD BE INVESTIGATED.

ACCESS SHOULD BE IMPROVED TO FAIRHAVEN PARK VIA 14TH AND 16TH STREETS.

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

V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

This is a small area bounded by Chuckanut Drive, Fairhaven Rose Garden and the old Interurban right-of-way, which is in a deep ravine along Padden Creek. The area consists of three undeveloped platted lots.

AREA 1 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 2

This area is a combination of unplatted and platted lands. In the platted areas lot sizes are 2,500 and 5,000 square feet. Existing development is mostly older, single family homes. As in the area across the Old Fairhaven Parkway in Happy Valley, duplexes are appropriate on a minimum lot size of 7,500 square feet - that being a logical combination of existing lots. Lots of this size provide adequate space to allow the design and construction of units for family rentals with two or more bedrooms and yards.

AREA 2 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 2A

This subarea located between 14th and 15th Streets, north of the abandoned Pacific Northwest Traction Company right-of-way (Interurban Trail), comprises 1.45 acres. The Padden Creek Ravine is located immediately to the west of this site. Fairhaven Park lies further south of the Interurban Trail.

Special consideration should be given to clearing, buffering, access, and landscaping. Modified setback requirements should be included in any planned contract proposal for this site.

AREA 2A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 3

This area includes Fairhaven Park and the Rose Garden.

AREA 3 LAND USE DESIGNATION: PUBLIC

Area 3A

A portion of this area is adjacent to Fairhaven Park and extends to the east along Old Fairhaven Parkway. The property is approximately 5.6 acres owned by the City of Bellingham and is part of the Interurban Trail Corridor.

AREA 3A LAND USE DESIGNATION: PUBLIC

Area 3B

This area is approximately .5 acre and comprises the abandoned Pacific Northwest Traction Company right-of-way (Interurban Trail). It is adjacent to the Padden Creek Ravine located immediately to the northeast of this site.

AREA 3B LAND USE DESIGNATION: PUBLIC

Area 4

This largely unplatted portion of the South Neighborhood has a fairly large amount of relatively flat, well-drained land. There are, however, steep hillsides and marsh areas which present problems and opportunities for development within the area. From various points on the hills, one can see Bellingham Bay, Chuckanut Bay, and the city to the north. Though the potential to capitalize on these views exists throughout the hilly areas, there are some portions of these hills with slopes of over 30%, which are less than desirable for development. The low-lying marshy areas should not be developed.

RECOGNIZING THE INHERENT UNSUITABILITY FOR DEVELOPMENT OF STEEP SLOPES AND WETLANDS, DEVELOPMENT SHOULD BE ENCOURAGED TO CONCENTRATE IN MORE SUITABLE AREAS.

Existing development in Area 3 consists of several single-family homes and the Fairhaven Park apartments. This apartment complex was developed at an overall density of 3,000 square feet per unit, utilizing the concept of concentrating development on a portion of the developable property. The result of this concentration is the preservation of open space on the unbuilt portion of the property. This concept is appropriate for development of this entire area.

AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 5

There are approximately fifty single-family residences of widely varying age and conditions in this area. The area is platted into 2,500 and 6,250 square foot lots. There are drainage problems in this area and most houses are constructed on multiple lots.

AREA 5 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 6

Lying south of Old Fairhaven Parkway, a large percentage of this area is either very wet or very steep. It is appropriate that planned single family and multi-unit development be allowed in Area 6. Through the use of clustering, the valued green space along the Parkway can be preserved. This will not only act to maintain the integrity of this arterial route but will also lessen the impact of traffic on residential uses. Existing development and ownership in Area 6 is predominantly in large unplatted parcels, which lend themselves to development in a planned manner.

AREA 6 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 7

Approximately five and a half acres in size, this area can serve as a business area to existing and expected residential development on both sides of the freeway. Access to Old Fairhaven Parkway should be limited and should be located carefully.

AREA 7 LAND USE DESIGNATION: COMMERCIAL

Area 8

Development in this area consists of mobile homes and detached single family houses on 7,200 square foot lots.

AREA 8 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 9

Land use within this area is single family structures at a very low density. There are a number of undeveloped "paper plats" of small lots in very steep or wet areas. This area is predominantly undeveloped steep hillsides, with many wet, poorly drained areas.

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

Area 9A

This area is approximately 50.42 acres. The properties comprising this area are part of the larger Interurban Trail system. They are vacant, forested and include several small streams and wetlands with a three acre pond. One parcel features an improved trail through the site. Other portions of this area have informal trails created by public use. All adjoining properties are zoned for residential uses.

A subgroup of properties located to the east of Arroyo Park enlarges the park and connects it with Chuckanut Mountain, extending south to Blanchard Mountain in Skagit County. The property west of Chuckanut Drive includes several heavily forested upland properties surrounding Chuckanut Village and the open, wetland estuary of Chuckanut Creek. It is intended that parts of this area be used as a trail head for the interurban trail. The area west of Chuckanut should remain as undeveloped open space.

AREA 9A LAND USE DESIGNATION: PUBLIC

Area 10

Now used as a gravel pit by the Department of Public Works, it is proposed that parts of this area be used as a trail head for the interurban trail. The area west of Chuckanut should remain as undeveloped open space.

AREA 10 LAND USE DESIGNATION: PUBLIC

Area 11

This is Arroyo Park - a steep, undeveloped 38-acre site with Chuckanut Creek dissecting it.

AREA 11 LAND USE DESIGNATION: PUBLIC

Area 12

Area 12 was established in 2014 as a result of City acquisition of the area for parks, trail and open space purposes.

AREA 12 LAND USE DESIGNATION: PUBLIC
