

CHAPTER 8 - NORTH LYNDEN SUB-AREA

Introduction

The North Lynden Sub-Area is one of seven sub-areas in Lynden. Each of the sub-areas has its own plan that outlines land use, infrastructure, population and economic data, and environmental conditions. The existing condition report for this document was prepared by a group of students from Western Washington University. In the spring of 1999, they were assigned the task of evaluating the North Lynden Sub-Area for the purpose of developing the background review. Although the following information has been edited to be consistent with Lynden's other sub-area plans, the full text of their report is available from the Planning Department.

The southern portion of this sub-area was incorporated in to the City in the 1960s or before. Annexations in 1991 brought the lands north of Sunrise Drive into the City limits and began the development of Homestead Northwest. This development includes more than six hundred housing units, an 18-hole golf course, restaurant, fitness center and hotel. This development has had a tremendous affect on the growth and development of the Lynden community.

The boundaries of the North Lynden Sub-Area include roads to the north and east, a creek to the south and section line to the west. The east boundary of the Sub-area is Bender Road from Fishtrap Creek north to East Badger Road. The northern boundary of Sub-area 4 is the heavily traveled State Route 546 (East Badger Road). East Badger Road forms the northern boundary from Bender Road west until the property boundary of the future residential area. The western boundary for the North Lynden Sub-area is the north-south quarter/quarter section line of Section 18, one-quarter of a mile west of Benson Road. Fishtrap Creek and Main Street are the southern boundaries of the North Lynden Sub-area. The Sub-area relative to the rest of Lynden is located north of downtown.

8.1 Existing Conditions

The North Lynden sub-area is approximately 915 acres in size. This sub-area has many different land uses found within the residential, industrial, and commercial zones. To come up with the actual percentage and acreage of these areas, a systematic analysis was conducted. Much of the following information was found through visiting the area, utilizing Geographic Information Systems (GIS) mapping/analysis, and reviewing previous policy documents.

Land Use

Lynden's land uses are categorized as agriculture, housing, commercial and industrial and are described with reference to the zoning designations within which they lie. Urbanization in sub-area 4 has encouraged various types of economic and residential development to meet future needs. Within the past few years, Lynden has transformed agricultural and vacant land into different uses for accommodating future urbanization as discussed below.

Land in the North Lynden sub-area is used for residential, commercial, and industrial purposes. The residential area includes the Homestead Golf Course and Country Club. The greater part of the commercial and industrial sector of the sub-area is located off of East Badger Road. The North Lynden sub-area is bordered on the north by East Badger Road and the east by Bender Road, the west boundary is located about a quarter of a mile west from Benson Road, and the south boundary is Fishtrap Creek.

The land surrounding the North Lynden sub-area is zoned for many different uses. The north and west land are outside the city limits and mostly zoned for agricultural use. To the east of the sub-

area is zoned for commercial, residential, and public use. To the south of Fishtrap Creek lies the downtown area of Lynden zoned for a Historic Business District and residential use.

Single Family Residential

RS-72 and RS-100 are the two main residential single family zoned areas. The residential areas that are designated RS-72 are located in the south section of the sub-area along Fishtrap Creek. RS-72 zone requires a minimum lot area of 7,200 square feet and allows up to 5 dwelling units per acre. 62 acres occupy the RS-72 zone, which is 7% of the entire sub-area.

RS-100 requires a minimum lot area of 10,000 square feet and allows a maximum density of four dwelling units per acre. The total acreage of the RS-100 zone is 619 acres that make up 68% of the entire sub-area. Almost all of the RS-100 lots are in close proximity to or found in the Homestead Northwest community.

- ❖ **Airport Overlay Zone:** A unique characteristic in the RS-100 zone is Lynden's Municipal Airport, which is approximately 10 acres. The airport provides airplane service for the entire city of Lynden and other areas of the county. Even though the airport lies in an RS-100 zone, the City of Lynden's Airport Overlay Zone provides certain additional regulations and standards attached to this type of land use. The purpose of the Airport Overlay zone is for owning and operating hangars, fuel depots, and storage areas for servicing airplanes. All land within the Airport Overlay zone is located between Benson and Depot Road. (Refer to Lynden's zoning ordinance for details)
- ❖ **Homestead Farms Golf & Country Club:** Approximately 140 acres of the RS-100 zone is developed for the Homestead Farms Golf & Country Club. This Planned Residential Development has been under construction since 1992. Currently, the golf course is completed but some of the houses within the Homestead Community are in the process of construction. In addition to the Homestead development, the Meadow Green Retirement Community and other subdivisions are in the RS-100 zone. The golf course creates an aesthetic landscape for the Homestead community.

Multi Family Residential

The multi family zones in the North Lynden sub-area include RM-1, RM-2 and RM-3. RM-1 zone allows up to 2 units per building, with a development density of 8 D.U. per acre. Only a few of these structures exist and are located near the southern section of the sub-area along Depot and Benson Road. The areas zoned RM-2 hold up to four units per building, with a development density of 12 D.U. per acre. The largest structure zoned RM-2 is located at the terminus of Benson Road. The other structure zoned RM-2 is one block south of the Lynden Municipal Airport. The RM-3 zone allows up to 12 units per building, with a development density of 16 D.U. per acre such as the Apple Valley Apartments.

Modular and Mobile-Home Residential

The North Lynden Sub-area includes one mobile home plat located south of Martin's Feed Inc. A Modular and Mobile Home zone is defined by containing homes built in a factory in modules transported to a particular parcel of land. A mobile home is a structure or vehicle used for permanent or semi-permanent housing or human occupancy. Although the area is zoned for a mobile home park, more single family residences are dispersed throughout the neighborhood than modular homes. Section 19.19.030 of Lynden's Zoning Ordinance states that . . . "conventionally built, single family dwelling units are also considered permitted use within the MH zone, provided that the total number of conventionally built houses does not exceed 20% of the total units within the mobile home park." However, the project was developed before the 20 percent rule was adopted in the zoning ordinance. The reason the rule was enacted was to assure affordable housing within the city limits.

Industrial

Several industrial uses are distributed throughout the North Lynden sub-area. The bulk of the light industrial (I-2) uses are located on East Badger Road between Bender road and Depot road. These current industrial businesses include Vanderpol Building Components, Inc. and Martin's Feed Inc. The other industrial use, LTI Inc., is located towards the center of the sub-area. All the light industrial uses combined total 38 acres, which is approximately 4% of the sub-area.

According to the Lynden Zoning Ordinance, I-2 zoned land requires the application of certain limitations regarding the bulk, setbacks, and uses performed on the property. The permitted uses in the I-2 zone range from veterinarian clinics to metalworking shops.

Table 16: Current Industrial Uses in Sub-area 4 (North Lynden)

<u>Business</u>	<u>Use</u>
LTI Inc./Milky Way/Lynden Tank Co.	Industrial Park
Martin's Feed Inc.	Wholesaling
Vanderpol Building Components Inc.	Wholesaling
Prosales, Inc.	Wholesaling
Flora Health Food Manufacturing	Manufacturing

Commercial Areas

The commercial areas in the North Lynden Sub-area are located along East Badger Road between Benson and Depot Road. Agricultural businesses such as the Kulshan Veterinarian Hospital are the current commercial uses in this CS-3 zone. A total of 24 acres account for 3 percent of the commercial areas in the North Lynden sub-area. Bender Plaza, located directly north of Aaron Drive along Bender Road, is the newest commercial area in this sub-area and includes a gas station, two restaurants, and a coffee shop, among other uses.

Public Use

A small section of a park, approximately 1-acre, is designated for public use in the North Lynden Sub-area where nearly all the park lies in Sub-area 3. The City Park of Lynden is located at the southern boundary of Depot Road and Fishtrap Creek. Although the park is an amenity available to all city residents and the public in general, the proximity to a city park enhances the desirability and quality of life on any neighborhood.

Future Residential

As discussed in the Population and Economics section below, the City of Lynden has experienced rapid growth over the last decade. In the Growth Management Plan adopted in 1995, the city designated areas for future residential, commercial, and industrial uses. The western 146 acres of the North Lynden Sub-area, is set-aside for future residential growth. This area is presently used for agricultural purposes outside the city limits and represents about 16 percent of the total land in the sub-area.

Table 17: Zoning Acreage in the North Lynden Sub-Area

<u>Zones</u>	<u>Acres</u>	<u>Percentage</u>
Z-RS-72	62.145	6.79%
Z-I-2	2.221	0.24%
Z-I-2	10.472	1.14%
Z-I-2	15.07	1.65%
Z-I-2	10.212	1.12%
Total Light Industrial	37.975	4.15%
Total Modular Homes	16.82	1.84%
Z-RM-1	0.613	0.07%
Z-RM-1	3.956	0.43%
Total RM-1	4.569	0.50%
Z-RM-2	0.562	0.06%
Z-RM-2	6.132	0.67%
Z-RM-2	0.15	0.02%
Total RM-2	6.844	0.75%
Z-RM-3	1.774	0.19%
Z-RM-3	1.372	0.15%
Total RM-3	3.146	0.34%
Z-CS-3	17.756	1.94%
Z-CS-3	6.043	0.66%
Total Commercial	23.799	2.60%
Total Public Use	0.709	0.08%
Z-RS-100	72.3	7.90%
Z-RS-100	546.779	59.74%
Total RS-100	619.079	67.64%
Z-FUTURE	146.325	15.99%
UNINCORPORATED URBAN-GROWTH- AREA	915.254	100.00%

Understanding the existing land uses in the North Lynden Sub-area is important to determine what should be used in the future.

Some of the current land uses located in the residential areas include recreational uses, farmland, an airport, a school, churches and a retirement community. The majority of the vacant and agricultural land included in the residential zones is located in the southwestern section of the sub-area adjacent to the future residential area.

Population & Economics

The process of planning a city or even a sub-area requires an adequate analysis and understanding of the population and economy of the area's community. The next few pages give a general overview of these two aspects of the planning process for North Lynden Sub-area 4.

Population

The North Lynden Sub-area population estimate was determined using two different methods. The first relied on a simple method of "windshield surveying". With the help of the Whatcom County Assessor's parcel map, our survey team drove around the sub-area and counted the

types of residential use units built and occupied on each parcel of land. As portrayed in Table 3, we multiplied these figures, separated into categories of single unit, duplex, 3 or 4 unit, and 5+ units, and multiplied them by the Washington State Office of Financial Management's 1990 estimates for "persons per occupied housing unit" and "occupancy". Finally, we calculated the estimate of the total sub-area population using the sum of residents from each residential category.

Table 18: North Lynden Sub-area Population Estimate

Resident Type	1990 OFM Persons Per Occupied Housing Unit	\bar{X} 1990 OFM Occupancy Rate	\bar{X} WWU Estimated Number of Units	= Total Population
Single Family	2.965	0.984	647	1887
Duplex (2-Units)	1.984	0.985	22	43
Triplex and Fourplex (3 and 4 Units)	1.776	0.975	65	113
Multi-family (5+ Units)	1.621	0.975	146	231
TOTAL			880	2274

Table 19: Total Residential Land Uses

Residential Type	Land Use	Total #	Acres	Total Assessed units	
Single Family	RES 1 BD		4	0.43	
	RES 2 BD		82	23.35	
	RES 3 BD		337	66.13	
	RES 4 BD		96	31.15	
	RES 5 BD		13	7.68	
	RES 6 BD		1	4.89	
	Residential		201	42.36	
	Res No Count		4	3.45	
Duplex	Res Duplex		10	1.98	10
Triplex and Fourplex	Res Fourplex		10	0	70
	Condominium		60	0	
Multi-family	RM 30 UNIT		1	1.63	129
	RM 99+ UNIT		1	4.78	

Table 20: Second Population Estimate as Determined from Assessed Parcel Data

Residential Type	1990 OFM Persons Per Occupied Housing Unit	X 1990 OFM Occupancy Rate	X Number of Assessed Units	= Total Population
Single Family	2.965	0.9384	738	2054
Duplex (2 Units)	1.984	0.985	10	20
Triplex and Fourplex (3 and 4 Units)	1.776	0.975	70	121
Multi-family (5 or more units)	1.621	0.975	129	204
Total			947	2400

Tables 18-20, demonstrating the two approaches used to estimate the total sub-area population in North Lynden, give a range of 2,274 to 2,400 people.

Housing Data

The following table (Table 21) summarizes the general housing conditions and assessed values of the North Lynden Sub-area. Though the inventory may encompass a broad range of housing styles and conditions and does not account for actual market housing prices, some conclusions can be made regarding the current status of housing in the sub-area.

Judging by the data for current assessed values (total, land, and building), it is evident that a great deal of weight is placed on houses of the highest assessed value. This positive skew in the distribution is represented by all of the assessed value means being much higher than their corresponding medians. Means demonstrate an "average" value as expressed by the sum (dollar amount in this case) divided by the total number of units in question. The medians show at what point an equal number of units (50 percent of the total units in question) fall both below and above. If we observe the range of these values, paying attention to the lower limits, we can see that the "lower valued" houses are underrepresented in the sub-area.

A similar condition also exists for residential acreage as well as square footage. The year of housing construction takes on a slightly different trend. The median of 1993 is higher than the mean of 1987, but both values are still quite high, compared to the lower limit of the range. Since 50 percent of the units observed in this table's study were built since 1993, we can conclude that the majority (over 50 percent) of the houses in the sub-area have been built within the past 10 years.

Table 21: North Lynden Sub-area Assessed Housing Data

	Total Assessed Value	Land Assessed Value	BLDG Assessed Value	Year Built	Total Acreage	Total Square Feet	Bedroom Number
Total Assessed Units	552	552	550	476	196	476	476
Mean	\$142,017	\$37,002	\$165,397	1987	0.704	1819	3.1
Median	\$121,780	\$34,000	\$88,465	1993	0.24	1677	3
Lower Limit	\$23,330	\$4,830	\$5990	1890	0.09	468	1
Upper Limit	\$4,383,000	\$430,200	\$3,952,800	1998	10.02	4025	5

Economy

The economic uses and activities of the sub-area are summarized in the following two tables. As demonstrated in Table 31, the major businesses in Sub-area 4 of Lynden are a major source of employment for both residents and non-residents of the sub-area and Lynden as a whole. LTI, Inc. (Lynden Transport Inc.), for example, employs a number of workers in various divisions of the company. Not only are workers employed directly within the North Lynden facility, but 35-40 truck drivers (of the 80 total) also arrive from other facilities on a regular basis. The proposed transfer of operations by any division of the LTI, Inc. industry will surely deplete a large proportion of the total number of workers employed in the sub-area.

The total number of employees given for Homestead (Homestead Northwest Development Co.) includes workers from all facilities, including the golf course, fitness center, CJ Leghorns's Restaurant, and summer maintenance crew. The Meadow Greens assisted-living facility employment total only accounts for full-time employees, as no record for part-time employees was available at this time. Two West Farm Food facilities should also be taken into account when observing employment statistics.

The few businesses of the North Lynden sub-area contribute economically to the overall structure and stability of the community, both as places of employment as well as sources of revenue and taxes. These contributions not only strengthen the economic base and small business appeal of the sub-area, but aid in the city's overall prosperity.

Table 22: Economic Contributions of North Lynden Sub-area Businesses, 1999

Business	# Employees	% Sub-area Employees
LTI, Inc.	80	27.68%
Kulshan Veterinary Hospital	42	14.53%
Homestead	80	27.68%
Meadow Greens	3	1.04%
Flora, Inc.	70	24.22%
Brink's Dairy	1	0.35%
DariTech	13	4.50%
TOTAL	289	100%

Table 23: North Lynden Sub-area Economic Land Uses

Land Use	Total Number	Acres
Aircraft	2	3.31
Animal Hospital	1	4.03
Church	5	4.93
Commercial	3	1.87
Utilities	8	8.3
Golf Course	2	13.87
Lumber Co.	1	2.66
Misc. Manufacturing	1	0.66
Motor Freight	2	7.14
Primary	2	26.46
Agriculture	21	306.82
TOTAL	48	380.05

Source: Whatcom County Assessor, 1999

Population and Economic Synopsis

Judging from the data given for the population and economic development in the North Lynden Sub-area, it is evident that use of the land for residential purposes is the primary goal here, and will continue to grow.

The increasing economic development occurring in the annexed West Lynden Sub-area and the present activity in downtown Lynden are sure to bring in more people looking for employment. As new workers in those areas of Lynden begin looking for housing, the North Lynden Sub-area should draw an increasing number of families.

There are still a significant number of parcels scattered about the newly built neighborhoods that have no houses built on them, so the area can handle a certain amount of population growth.

The Homestead Northwest Development Company is also in the process of building a large number of new residential living spaces, composed largely of single-family houses as well as a number of larger multi-family condominiums or "cabanas." These are built right on, or adjacent to, the golf course, and will most likely draw retired citizens and some young families.

One issue to consider could be the future increase in the sub-area's population growth rate. In 1997, the City of Lynden projected a 4 percent population growth rate for all of Lynden, but the

true growth rate for North Lynden could be much higher. It appears that the current residential provisions, opportunity for more home-building, and the potential for more residential units in the western Urban Growth Area (UGA) will adequately handle the increase in population. However, this is possible only under the provision that current residential zones and the UGA are not rezoned in the near future to accommodate large commercial businesses or industries.

The existing businesses in the North Lynden sub-area currently provide a sturdy economic base for the community. Although there are not a large number of commercial businesses and industries in the area, and the Puget Sound Energy and LTI, Inc. businesses have chosen to relocate, there are still a sufficient number of employment opportunities available within the existing businesses in the sub-area. Over 250 workers are currently employed by businesses within the sub-area, and this includes both residents of the sub-area, residents from other parts of the city, and residents from outside Lynden.

Infrastructure

A vital part of a city is its infrastructure. For the most part, the infrastructure in the city is adequate. There are some concerns, however, regarding transportation and the northwest corner of the sub-area where there is no infrastructure in place. As the area is incorporated into the city, infrastructure will need to be provided.

Streets and Transportation

The roads in the North Lynden Sub-area consist of principal arterials, minor arterials, and access roads.

The Whatcom Transit Authority provides bus service to this sub-area. Traffic in Lynden, and in this sub-area, is rated at a level of service C, which means relatively free flowing with minor backups. West Homestead Boulevard, which is now completed, serves as a connector road from Benson Road to Depot Road, as does Sunrise Drive. East Homestead Boulevard, completed in the mid-1990s, continues from Depot Road to Bender Road.

The public streets in Lynden are spacious and generally allow for parking on both sides of the street; they provide for landscaping as well. In 2003, the traffic count for East Badger Road was 8,400 vehicles per day measured just east of the Depot/Badger intersection. There are concerns regarding the intersections of Lynden's arterials and visibility turning on to East Badger Road. Vegetation and other shrubs are cut on a regular basis by the City's Public Works Department to ensure proper visibility.

The public has expressed concern regarding Benson Road, which is currently constructed to rural standards. The road is in poor condition and has no shoulders. There are also alternating deep ditches on each side of the road and there are no guardrails. Large culvert pipes also line the road that can be considered an eyesore. In the 2003 Transportation Plan, Benson Road was listed as having a high priority to be upgraded to City standards, at a cost of \$3.2 million. Specific information regarding all City street projects can be found in the City's Transportation Plan, an element of this Comprehensive Plan.

Schools

The sub-area is served by both the Lynden Public School District and the Lynden Christian Schools; both of which are within Lynden City Limits. Isom Intermediate School and Fisher Elementary schools are located with this sub-area. Isom School is located on Benson Road and serves grades three through six. Fisher School is located near the southern boundary of the sub-area on 14th Street.

Parks and Recreation

There are only .70 acres designated for public use in this sub-area. This area, located on the southern boundary of Depot Road and Fishtrap Creek, is the northwest tip of the City of Lynden Park; the majority of the park lies within Sub-area 3. However, the Homestead Development also provides some opportunities for recreation.

Environmental

Surface Water

Fishtrap Creek, which forms the southern border of the North Lynden Sub-area, is the only significant surface water feature in the area. Fishtrap Creek runs year round but is known to experience low or no flow discharge in the summer months due to excessive irrigation upstream. Most of Fishtrap Creek has been channeled or dredged to prevent channel erosion. Problems of excessive turbidity and silt buildup occur frequently in the creek. The most pressing issue involves water quality problems associated with agriculture and chemical fertilizers and pesticides. Fishtrap Creek drains approximately 36.8 square miles and its average gradient is about 10 feet per mile.

The ditch adjacent to Benson Road is considered a class C river/stream under the City's critical area ordinance. The ditch provides drainage from the agricultural lands to the north and west and serves as a minor tributary to Fishtrap Creek. The ditch typically only contains water during the wet winter months and the remaining type is dry.

Wetlands

No significant wetlands occur in the North Lynden Sub-area, though small areas associated with Fishtrap Creek may be referred to as wetlands and exhibit associated vegetation.

Flora

Original vegetation was primarily coniferous forest dominated by western hemlock and western cedar. Most stands have been decimated by logging and agriculture and in some areas have been replaced by the Douglas Fir, Silver Fir, and associated shrubs such as the huckleberry, rhododendron, and sword and bracken ferns.

The understory of coniferous forests in Lynden is composed of Deciduous Red Alder, Black Cottonwood, Pacific Dogwood, and Big Leaf Maples. Other associated shrub vegetation consists of Wild Rose, Salmonberry, Ocean Spray, and Hazelnut.

There are no rare or endangered plant species in the North Lynden Sub-area, but certain vegetation serves specific functions within complex natural systems. The predominant type of vegetation of the North Lynden Sub-area is domestic lawns and gardens.

Fauna

Animals typical of mixed coniferous and deciduous forests in urban areas include squirrels, raccoons, mice, beaver, hares, deer, and occasionally coyotes and black bears. Associated birds include hawks, owls, woodpeckers, crows, chickadees, swallows, hummingbirds, jays, and bald eagles though no nesting sites have been reported in the sub-area.

Fishtrap Creek is a spawning and rearing ground for Coho Salmon, which is listed as an endangered species. Other anadromous fish include Chum Salmon, cutthroat trout, and steelhead. The water quality of Fishtrap Creek should be a high priority for North Lynden

residents. Whatcom County and Lynden are also part of the Pacific Flyway, which is of ecological importance to migrating waterfowl.

General Soil Description

According to the 1992 *Soil Survey of Whatcom County Area, WA*, the North Lynden Sub-area is made up of two forms of general soil types, the Lynden-Hale Tromp and the Panghorn-Fishtrap Shalcar muck.

Soil suitability depends on factors such as slope, depth to bedrock or impervious layer, depth to seasonal water table, and permeability. This sub-area has lands of moderate limitations, moderate to severe limitations, and severe limitations.

A rating of “moderate” and “moderate to severe” applies to limitations that can be overcome by special design, such as septic drain fields, drainage, and moderate maintenance. The majority of the sub-area is classified “moderate” or “moderate to severe”. Patches of area are rated with “severe” limitations.

The difficulty absorbing rainfall results in major limitations. Provisions, such as holding basins and adequate ditches must be made to prevent flooding and affecting Fishtrap Creek. The current land use and design of the golf course incorporates the use of drainage ditches and detention ponds. These practices have made the development of the golf course and housing possible and should be considered in all future design decisions. Additionally, culvert sizes and stormwater facilities should be designed with the soil limitations taken into consideration.

Garbage Dump

Historically, there was a garbage dump located near the south end of West Park Drive (parcel number 400317 095 033). It appears as though the facility was closed in the mid 1950s and replaced by the newer facility off Tromp Road.

The City does not have any records of the facility or the method of its closure. Future development of the site will necessitate soil testing, as well as geo-technical testing to ensure the stability of the site for development.

Shoreline Management

The Shoreline Management Act requires the development of a Shoreline Master Plan (SMP) and gives local governments primary authority over shoreline development within their jurisdictions. The primary purposes of the Lynden Shoreline Master Program and Critical Areas Ordinance are to protect and sustain the limited shoreline resources for the enjoyment of Lynden’s present and future residents, as well as visitors to Lynden.

Fishtrap Creek is designated as a Shoreline of Statewide Significance, therefore it is under the jurisdiction of the City’s SMP. All shoreline uses and shoreline modification activities including those that do not require a substantial development permit (SDP), must conform to the policies and regulations of the SMP.

The North Lynden sub-area is defined on its southern boundary by Fishtrap Creek. The Environmental Designation, according to the SMP for the creek itself is Aquatic Environment. The purpose of this designation is to protect the unique characteristics of the aquatic environment by managing use activities and by assuring compatibility between upland and aquatic uses. It is designed to promote the wise use of the natural features and resources of water areas, which are substantially different in character from those of adjoining uplands. For information regarding the environmental designation of the uplands, please review the SMP.

8.2 The Future of North Lynden

As part of the *Vision 2024*, a predominant goal for Lynden is to preserve its community spirit, small town atmosphere and agricultural roots. Through the planning process, areas of the community have been identified commercial, industrial and residential growth.

Residential

This sub-area, with the presence of Homestead Northwest as a driving force, is dominated by residential uses and the desire of area residents to maintain this development pattern.

Commercial & Industrial

The commercial or industrial growth within the sub-area should be limited and the areas located along East Badger Road developed residentially rather than commercially or industrially as much as possible.

Benson Road

Maintenance of the primarily residential character of the Benson Road area is one of the priorities for this sub-area, and there are two primary issues relating to this aspiration.

- 1) Improvement to Benson Road itself. As the City and residents plan for those improvements, it will be essential to balance the desires of the neighborhood with the needs of the community for a safe and efficient transportation system. The residents' goal is a street that has the amenities of sidewalks, a planting strip, bicycle lanes and a slower pace. The design should encourage low speeds and pedestrian safety through a variety of traffic calming measures and the reducing the posted speed limit to 25 miles per hour. Additionally, the design must consider the drainage requirements of the area due to the soil limitations and culvert sizing in this area.

- 2) Future development of the urban growth area west of Benson Road. The area is currently agricultural in nature and lends a rural feel to the area. Although the area has been designated for future residential growth, the neighborhood has indicated a desire to limit the density of the area in the future. In order to accomplish this, consideration could be given to transferring potential residential density from the urban growth area west of Benson Road to those undeveloped areas currently zoned for commercial and industrial development, or the northern portion of this urban growth area. The remaining areas should be developed in a manner that preserves as much of the agricultural landscape as possible.

Depot Road

Contrary to the development of the Benson Road area, the entrance to the City at Depot/Badger Roads should be improved and established as one of the City's main gateways. This should be accomplished through: 1) welcoming and directional signage, 2) increased design standards for buildings located at that intersection, and 3) ensuring that the building orientation on this intersection is focused toward Depot Road, not East Badger Road.

Land use at the Depot Rd./Badger Rd. intersection should also reflect its nature as a gateway to the City. Preferred land uses could include a business park development that would provide a variety of business opportunities at this site. However, it will be essential that the property is well maintained, kept free of trash and debris and its visibility as a gateway be protected.

Depot Road is a truck route to the City's core industrial area and serves as the primary access to the Homestead Farms Golf and Country Club. Improvements to the street in 1997 included a planted median and ornamental lighting. This project should be expanded in the future to include safety-related improvements to this essential intersection.

Parks & Trails

As in any primarily residential area, the desire for parks and trails within this sub-area is great. Development of a neighborhood park in the Benson Road area is an important goal for this sub-area. This park should be created in an area that is open to all residents and has safe and convenient pedestrian access. This park should be developed with a variety of facilities to promote neighborhood interaction. Organized sports activities should be limited at this site in order to facilitate those goals.

Agriculture

There are a variety of agricultural businesses and industries located along the East Badger Road and at the intersections of S.R. 546 and Bender, Depot, and Benson Roads. These businesses are an important part of Lynden's economy and should be preserved. Where possible, access from the East Badger Road to these businesses should be reduced or combined with a neighboring use. Businesses that support the agricultural industry should be encouraged and protected from encroaching residential uses.

Airport

The Lynden Municipal Airport is situated within this sub-area. The residential growth of the sub-area affects the operations and safety of the airport. The establishment of a clear zone area to the west of the runway at Benson Road has been part of the Airport Board's vision for this area and was purchased by the City in 2004 for that purpose. During the improvement of Benson Road, consideration should be given to opportunities to shift the road slightly west to allow a greater distance between automobiles and aircraft during take off and landing.

8.3 Development Objectives

Development in the North Lynden sub-area should be consistent with the following objectives. These objectives are a guideline to support the realization of the preferred development pattern depicted in the Future Statement.

1. Benson Road

While Benson Road is an arterial street that serves Isom Intermediate School, some businesses and a large number of residences, the goal is to keep the residential character of the street.

- a. Adjacent property owners will be kept informed and involved in the design and development of the improvements to Benson Road.
- b. The street design should include the separation of the sidewalk and street by a planting strip with trees. On street parking should be restricted to provide an opportunity for bicycle lanes.
- c. Traffic calming methods to encourage lower speeds should be employed in the design of the street. This should be the case specifically in the area of the school.
- d. The design of the north end of Benson Road should take the potential for higher density residential development on the west side of the street and commercial development on the east side of the street into consideration.

- e. During the street design process, thought should be given to the interaction of planes and automobiles at the airport runway. If possible, the street should be shifted slightly west to provide for a greater margin of safety.
- f. Expansion of non residential zoning will be discouraged on Benson Road and other primarily residential neighborhoods within the sub-area.
- g. Resolving drainage issues along Benson Road must be a priority in establishing the design for the project. The City should focus on water quality issues and ensuring that the discharge to Fishtrap Creek meets the standards established by the state; however, use of the roadside ditch for habitat is not in the public's best interest.

2. Development of the Western Urban Growth Area

This area should serve as an area of transition from the urban nature of the City to the agricultural nature of the lands outside of the City's urban growth area (UGA).

- a. This portion of the city's UGA is currently zoned for agriculture in Whatcom County. As noted in the policies of the Comprehensive Plan, this portion of the UGA will not be annexed for development until other areas of the City's UGA that are zoned for development are annexed and developed.
- b. Planned development that preserves open space for agricultural uses will be encouraged.
- c. Areas within the sub-area that are zoned commercially or industrially but undeveloped, may be considered for rezones to multi-family housing to accommodate a portion of the density allocated to the urban growth area. This could also include transferring density to the northern portion of the western UGA.
- d. Drainage in this area is a specific concern. The City should work with Whatcom County to develop a comprehensive drainage plan for that area south of East Badger Road and between Benson Road and Double Ditch Road.

3. Park Development

Although this sub-area has a significant amount of open space due to the Homestead Golf Course and Isom School, the development of a small neighborhood park that is open to all residents is desired.

- a. The location for the park should have safe and convenient pedestrian access.
- b. The park should not be developed for organized sport activities. Instead it should be developed with playground equipment, picnic tables, and a walking path.
- c. The design of the park area should include a variety of trees, shrubs and other landscaping to enhance the area.

4. Depot Road Gateway

Depot Road serves as the primary entrance to the City of Lynden from the north and should be improved and recognized as such.

- a. Development adjacent to Depot Road should be designed to reinforce the "gateway" concept. This will be done through the inclusion of substantial landscaping, signage and careful consideration of architectural design considerations. New development should be harmonious with the architectural themes in the surrounding area.
- b. Development of the intersection of Depot Road and East Badger Road should include the same type of brick entryway developed at the intersection of Front

Street and Guide Meridian. The City should work to find appropriate grant funding to help finance these improvements.

- c. All commercial development is subject to review and approval by the Design Review Board to ensure compliance with the adopted Design Guidelines.
- d. Orientation of all buildings should be focused on Depot Road rather than the East Badger Road.
- e. Illustrative signs depicting all the City's commercial areas should be incorporated in development plans at the entrances to the City. Directional signage to the City's downtown is especially encouraged.
- f. Development of a "gate-way" overlay zone should be completed to outline the uses that are acceptable to the community and property owners in the area.

5. East Badger Road Corridor

This state highway currently has a restricted access classification. Development along this corridor should be given careful review. Although not all businesses have access to the East Badger Road, all properties with frontage on the highway are considered as part of this corridor.

- a. Where alternative access to a property is possible, it should be encouraged or even required under plans for development. This includes the requirement for service roads where practical.
- b. Where property is already developed, consideration should be given to creating areas of joint access to reduce the number of driveway cuts on to the East Badger Road.
- c. The intersection of Depot Road and East Badger Road is one of particular concern. The City of Lynden should work with the State Department of Transportation to investigate solutions to improving the safety of this intersection.
- d. Retail or travel related commercial development will be discouraged on the East Badger Road Corridor, except at the intersection of Depot Road and East Badger Road where that area has been identified as the northern gateway to the City of Lynden.
- e. Highway or travel oriented commercial development will be discouraged within a mile east or west of the Depot Road.

6. Agricultural Emphasis

Where development occurs on the fringe of the community, special consideration should be given to protecting the agricultural uses that take place both within the City's jurisdiction and in Whatcom County.

- a. All new development will be required to include an agricultural covenant to protect the rights of farmers to operate.

7. Lynden Municipal Airport

There has been significant discussion regarding the location and use of the airport and the uses surrounding the airport facility. At this time, there are no plans to move the airport outside of the City, so development of the area must occur in ways that are as compatible as possible with the airport operations.

- a. Improvements to Benson Road (see objective number one) should consider the interaction of planes and automobiles during take off and landing.
- b. The installation of pilot activated warning lights on Benson Road should be explored to improve the safety of pedestrians, automobile drivers and pilots.

- c. The airport has purchased property west of the runway for a protective clear zone.