

Comments and questions from  
Laurie and Alain Brion  
358 Viewcrest Road  
Bellingham 360 389-8032, 360 224-7348

## **JONES PROPOSED HOUSING DEVELOPMENT PROJECT**

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*Who is the city planner assigned to this project? I would like that person's email and office address and phone number.*

### **DISPROPORTIONATE HOUSING DENSITY**

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#### **PLANNING IS INAPPROPRIATE TO ZONING ORDINANCES**

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**This high-density proposal clearly dodges the zoning rules.** Per the COB residential zoning for this zone: The density requirement is for lot size of "20,000 sq. ft. min. detached lot size, or one lot per 20,000 sq. ft. average overall density." It is clearly the intention of this rule to require the lots of a development to be more or less 20,000 square feet; however, of the lots proposed, fully 16 are half that size.

I do understand that the plan has followed the letter of the rule and made the average lot size the required 20,000 square feet; but having such a disproportionate number of small lots, and in the very core of the development, feels like an abuse and snubs the spirit of the ordinance.

*Why is it permissible to fill the center of the development with small lots and houses, which is deceptive and skirts the spirit of the law?*

<https://bellingham.municipal.codes/BMC/20.00.060>

#### **DAMAGE TO PROPERTY VALUES**

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**This high-density plan will impact our property values** by inserting non-characteristic high-housing density into the center of the development. It will destroy the peaceful nature of this neighborhood which is classified as a premium residential area in Bellingham. In addition, per the zoning codes, there are "Special Conditions: Clearing; view buffering from adjacent residential."

*How is this possible if so many lots are approximately 10,000 sf? Has a study been completed on the impact on property values?*

#### **DESTRUCTIVE TO THE CHARACTER OF THE NEIGHBORHOOD**

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**This high-density development plan is completely out of character with the neighborhood.** From the City of Bellingham Neighborhood Plan for Edgemoor, Area 7, dated 2005:

“As previously described herein, Area 7 is a highly valued natural resource for which conservation has been a consistent recommendation. While a designation as "public" might seem more appropriate for the area, the land is under private ownership, so a land use designation is made which will permit development *while maintaining the exceptional natural qualities of the properties.*”

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AREA 7 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

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“The entire southern one third of the Edgemoor Neighborhood consists of perhaps the most magnificent property in the city. A large, steep, heavily wooded peninsula, commonly known as Clark's Point, extends into Bellingham Bay, forming the western boundary of Chuckanut Bay. Steep slopes follow the edges of Chuckanut Bay, paralleling Viewcrest Road, and, together with Clark's Point, *provide a natural resource amenity identified in the Whatcom County Interagency Park, Recreation, and Open Space Study (1977) as a primary goal for conservation efforts for the benefit of the entire city.*”

Most of the lots already occupied in this neighborhood are big enough to keep tall, old trees. But 10,000 square foot lots can't accommodate a house, garage, driveway, AND trees – not to mention all the trees that will be removed because of the two roads. This whole central core of the proposed development will lose all of its trees.

*Why would you allow the destruction of the character of this neighborhood?*

*What is the purpose of trying to pack into this development as many lots and houses as possible?*

*Why is this development not similar in nature to other developments in the area whose lots are all of the requisite size?*

*Is it not possible and more logical to respect the zoning ordinance and at least combine all the 10,000 square foot lots into 20,000 square foot lots? This is the primary feature of the proposal that we don't understand and don't like.*

We came to this neighborhood because of its spaciousness and because it has the zoning ordinances it does – and I am pretty sure our neighbors feel the same way. We acknowledge that development will happen, but we call on you to respect your neighbors. We have all come for the environment that exists now in this neighborhood; this development as proposed, with its core of small lots, will irreversibly impair the character of our neighborhood.

## ENVIRONMENT

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*When will the new environmental impact statement be made (as the previous is 10 years old), and who will hire that person? Is that person hired by the developer or by a neutral 3<sup>rd</sup> party?*

*How many trees are going to be taken down? From the Edgemoor Neighborhood Plan:*

*“As previously described herein, Area 7 is a highly valued natural resource for which conservation has been a consistent recommendation. While a designation as "public" might seem more appropriate for the area, the land is under private ownership, so a land use designation is made which will permit development *while maintaining the exceptional natural qualities of the properties.*”*

*How do you propose to maintain the ‘exceptional natural qualities of the properties’ when the number of trees taken down will have to be almost all of them due to the high density of the central area of the development as currently planned?*

This is a longstanding forest, with its own small ecosystem. This wooded area is home to owls, and in recent years it has been a nursery for hawks. Eagles, muskrats, bobcat, vultures, hummingbirds, numerous forest birds, bees, and native Douglas squirrels have all been observed. *How do you propose to mitigate loss of that natural habitat?* With 10,000 square foot lot size and two roads squeezed into the center of the development, most trees will be removed, and that natural environment – that “natural resource amenity” -- will be lost.

*Have you calculated the carbon cost and water runoff cost of putting all these roofs, all these driveways, all these roads, and taking down all these trees? The square footage of roofing and asphalt and concrete will be devastating. What are the consequences of such a radical change in environment on*

- *water runoff?*
- *erosion?*
- *land stability?*
- *wildlife that inhabit this area?*

## TRAFFIC

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**This high-density plan will degrade quality of life** for all Edgemoor residents who live on and use Viewcrest Road and Fieldston Road. If there are 44 new houses in this

small area, that means at least 44 more vehicles – but probably many more than that – will be using these two roads. Currently, children play and people walk and bicycle all the time on these roads.

### **PRACTICALITIES**

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STORM WATER: Our house is located at the bottom of the road and hill that serve lots #8-20. You are proposing to create a road that runs downhill directly to our house as well as 13 lots with driveways and roofs uphill from us. *How do you intend to protect us from all the increased water runoff?*

The diagram does not show the private driveways. You have 12 lots that have no direct access to the roads, which will require ‘private driveways; three of the smallest lots will have to part with a big chunk of their square footage to allow for the private driveways of others. That makes these lots even less valuable.

*Are utility lines going to be buried or will this area be served by above-ground lines with utility poles?*

*Are you planning on plumbing these properties with gas?*

Recommendation from the City of Bellingham:

**“CLARK'S POINT AND THE STEEP HILLSIDES ADJACENT CHUCKANUT BAY SHOULD BE PRESERVED AS VALUABLE OPEN SPACE AND MARINE ACCESS POINTS, EITHER THROUGH ACQUISITION OR PUBLIC EASEMENTS GAINED THROUGH SENSITIVE DEVELOPMENT. *THE PEAK SOUTHEAST OF THE INTERSECTION OF VIEWCREST ROAD AND FIELDSTON SHOULD BE DEVELOPED AS A VIEWPOINT.*”**

From City of Bellingham <https://cob.org/services/planning/neighborhoods/edgemoor-2>

*Why wouldn't you incorporate into your subdivision plans for a park and the viewpoint? This would be as valuable as the local swimming pool for the attractiveness of the neighborhood and increase the value of your proposed lots.*

NOTE: The diagram in the Notice of Public Meeting only shows 2 of the 3 open space tracts mentioned in the text. *Where is the third located?*

Re: Questions and comments to become part of public record

Jack Bloss <jack@avtplanning.com>

Wed 2/24/2021 2:30 PM

To:

- RON BROWN <rb324@aol.com>

Cc:

- Bell, Kathy M. <kbell@cob.org>;
- sb320@comcast.net <sb320@comcast.net>;
- amoco320@gmail.com <amoco320@gmail.com>;
- vhreece@gmail.com <vhreece@gmail.com>;
- jhreece@gmail.com <jhreece@gmail.com>

Hello Ron,

I'm sorry to hear you were running into troubles with Zoom. Thank you for providing this list of questions. We plan to address each of the matters you bring up in the neighborhood meeting tonight.

Best,  
Jack Bloss

On Wed, Feb 24, 2021 at 10:48 AM <[rb324@aol.com](mailto:rb324@aol.com)> wrote:

Jack,

Today Kathy Bell and I were unsuccessful in making a mock zoom call work. I would request the following question be read and addressed as part of public record. Further recommendations be considered by both AVT and City of Bellingham Official's. Thanks, Ron

My name is Ron Brown, I have lived on Viewcrest Rd. for 32 years, and a lifetime resident of Bellingham. Long enough to remember the broken promises made for preservation the trees in the Briza long plat.

1. What commitments have been made to save trees, protect wildlife, and stop the erosion into Mud Bay?
2. The Jones plat has a concentration of 18 small interior lots all non conforming with BMC 23.08.050.6, called a " donut layout " will have many impacts to the neighborhood besides not fitting the character of it. Edgemoor is renowned for large lots. When you have a majority of the lots non conforming with the 80% density rule, does this not leave a huge naked area of zero natural habitat? Does this not increase chances of erosion? Does not the steep terrain and closeness of houses create fire hazards?
3. Although exterior lots were proposed to contour with Briza and Clarkwood, I disagree with those proposed lots 1-7 fronting Viewcrest Rd. These 7 Jones lots sit across from 3 established Viewcrest lots. Furthermore, you can see the two established lots on the adjacent site between the proposed east and west roads are double in width and nearly as deep.
4. All but 2 houses will be accessed through Viewcrest Rd.. This will create a traffic jam on Viewcrest as well pedestrian hazards. Viewcrest Rd. is narrow, windy, and hilly, it does not have the capacity to absorb traffic from 42 houses. Viewcrest Rd. from Fieldston to Chuckanut should be improved with sidewalks, street lighting, including a traffic light at Viewcrest Rd. and Chuckanut.. All cost should be shouldered by the new developer, not established neighbors.
5. Why was a connector road from Briza to Clarkwood/Arbutus not proposed, This would be much more logical since legal width city streets and gutters already exist on both ends? Combined with a new through street and only having driveways accessible from Viewcrest Rd. this would disperse traffic 3 ways, from Arbutus, Briza or Viewcrest.

6. A new through road would not have to change anything with lots 31 - 44, From that road, another road could circle up to service the upper interior lots like Briza. Lots 1-7 fronting Viewcrest Rd. , should be condensed to 3 lots matching those adjacent too and across the street. Lots 8- 30 should be reduced to 11 lots. If the lots were scaled back to 25- 27 lots from 44, I believe it would make the development more compatible.

-----Original Message-----

From: Jack Bloss <[jack@avtplanning.com](mailto:jack@avtplanning.com)>

To: RON BROWN <[rb324@aol.com](mailto:rb324@aol.com)>

Cc: Lisa Berry <[amoco320@gmail.com](mailto:amoco320@gmail.com)>; Steven Berry <[sb320@comcast.net](mailto:sb320@comcast.net)>; Victoria Reece <[vhreece@gmail.com](mailto:vhreece@gmail.com)>

Sent: Mon, Feb 15, 2021 2:43 pm

Subject: Re: Lots seemed land locked

Hello Ron,

Thank you for reaching out about the Jones Long Subdivision. See answers to your questions below.

1) Lots 27-29, 31-36, and 41-42 will be accessible by private driveways that will access the two main roads (similar in style to those found on the Madrona Pointe project to the west). Lot 30 is to be served via existing driveway and easement from Clarkwood, extending off Arbutus Pl.

2 & 3) As proposed, the interior lots (Lots 12-30) are a minimum of 10,000 square feet in size, with the smallest being 10,040 sf and the largest 27,295 sf. The average size of those lots is 12,400 sf and the average size of all lots in the plat are 20,000 sf (+). The proposal utilizes a lot size averaging provision in this zoning code, and is intended to provide a "donut" layout, with larger lots abutting the exterior properties to more closely match the density and lot sizes of the neighboring plats, most of which range in size between 12,000 sf (lots across Viewcrest) and 20,000 square feet (Clarkwood, Briza)

Please let me know if you have any other questions. Also feel free to bring any questions/comments to the neighborhood meeting next Wednesday, February 24 at 6:00 pm on Zoom.

Thank you,  
Jack Bloss

On Sun, Feb 14, 2021 at 11:30 AM RON BROWN <[rb324@aol.com](mailto:rb324@aol.com)> wrote:

My questions are: (1) How are lots 27-36 and lots 41 and 42 accessible by the two purposed roads? (2) What is the average square footage of lots 12-30 and how does that compare to other purposed lot sizes, why such sizable differences? (3) What's the average lot size of your 44 lots compared to adjacent plots?

I would appreciate answers prior to February 24,2021. Thanks Ron Brown

Sent from my iPhone

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*Please note that I am working remotely at this time and am not available via phone at the office. Please email me for questions or to set up a call.*

AVT Consulting  
1708 F St.  
Bellingham, WA 98225

Office: 360-527-9445  
[www.avtplanning.com](http://www.avtplanning.com)

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[www.avtplanning.com](http://www.avtplanning.com)

RE: Public notice  
Bell, Kathy M. <kbell@cob.org>  
Thu 2/25/2021 8:51 AM  
To:

- Cristina jorgenson <crisrina.jorgenson@gmail.com>

Cc:

- Jack Bloss <jack@avtplanning.com>

Good morning Cristina.

Yes and I have copied Jack from AVT as well to confirm receipt of this email as well.

Have a great day.

Kathy Bell, Senior Planner  
City of Bellingham  
Planning and Community Development  
Tel: (360) 778-8347  
Website: [www.cob.org](http://www.cob.org)

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

Tell us how we're doing!  
Permit Center survey

Phase 2 Construction Restart

On June 5th , 2020 Governor Inslee implemented PHASE 2 which adds New Construction that can be performed while remaining in compliance with the Phase 2 Construction Restart COVID-19 Job Site Requirements.  
Due to COVID-19 and in compliance with City and Health Department guidance the Permit Center is closed to walk-in customers effective Monday, March 16th until further notice.  
Please utilize the Permit Center's online resources via <https://www.cob.org/services/permits>

-----Original Message-----

From: Cristina jorgenson <crisrina.jorgenson@gmail.com>  
Sent: Wednesday, February 24, 2021 10:24 PM  
To: Bell, Kathy M. <kbell@cob.org>  
Subject: Public notice

Hi Kathy,

Would you please add me to the public notice list for the Jones subdivision project?

Thanks,  
Cristina Jorgenson  
710 Cross St.  
Bellingham WA 98229

FW: Jones Edgemoor Subdivision - Viewcrest Road  
Sepler, Rick M. <rmsepler@cob.org>  
Thu 2/25/2021 3:37 PM  
To:

- Bell, Kathy M. <kbell@cob.org>

For the file.

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**From:** Lilliquist, Michael W. <mlilliquist@cob.org>  
**Sent:** Thursday, February 25, 2021 3:35 PM  
**To:** Sepler, Rick M. <rmsepler@cob.org>  
**Subject:** FW: Jones Edgemoor Subdivision - Viewcrest Road  
Re. Project Number: PRE2020-0012

Rick,  
Would you please see that the comments (below) about this pre-application are forwarded to the right people. His comments cover a number of departments, I think. Kathy Bell is on of them, but probably PW, Fire, etc. Thanks,  
Yours,

**Michael Lilliquist**  
Bellingham City Council  
Representative, Ward 6  
[mlilliquist@cob.org](mailto:mlilliquist@cob.org)

Per state law RCW 42.56, my incoming and outgoing email messages are public records and are therefore subject to public disclosure requirements.



Sign up at **Engage Bellingham**, our online venue for **public feedback about key projects**.

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**From:** Paul Brock <[brock\\_paul@hotmail.com](mailto:brock_paul@hotmail.com)>  
**Date:** Thursday, February 25, 2021 at 12:22 PM  
**To:** Lilliquist, Michael W. <[mlilliquist@cob.org](mailto:mlilliquist@cob.org)>  
**Cc:** CC - Shared Department <[cc@cob.org](mailto:cc@cob.org)>, Nicole Piscopo <[nicolepiscopo@hotmail.com](mailto:nicolepiscopo@hotmail.com)>, MY - [mayorsoffice@cob.org](mailto:mayorsoffice@cob.org) <[mayorsoffice@cob.org](mailto:mayorsoffice@cob.org)>  
**Subject:** Jones Edgemoor Subdivision - Viewcrest Road

Council member Michael Lilliquist,

I am writing you today because of a new subdivision that is being proposed for Edgemoor. I want to start out by saying that I fully understand that the property in question is private and if I owned it with the intention of developing it then I would expect to be able to do that as long as I worked within the rules. I don't question the ability to or right to develop the property in any way.

Now that I have that out of the way there was a public meeting yesterday that I attended led by Ali Taysi who is both the applicant and the chair of the city planning commission. I am writing because this public meeting left a lot to be desired. I have quite a few concerns with the plan as outlined in the meeting and wanted to bring these to your attention if you are not away of them already.

- The proposed subdivision is on an property that is so steep that the proposed roads approach 14% grade
- The project is looking for many exemptions because of the challenges of this property
- The proposed cul-de-sacs are very close to each other to compensate for the challenging topology of the property
- There were lots of answers given with "it can be done". Specifically around stormwater and sewer questions
- It was obvious they were trying to avoid the questions about stormwater but we were told that the only option they have now is to discharge storm water in an above ground pipe and "fan" the discharge on the beach in mud

bay.

- There is no final plan on what to do with sewer because of the challenging topology but connecting into Sea Pines was the preferred route. I know there is some issue with that sewer line but I'm not quite sure what it is. Their tack on this was it's not ideal but "it can be done".
- The environmental impact document they were working off was 10 years old.
- Ali told us with a straight face not to go to the council or any elected officials because there is nothing they can do about it. "They make policy and we follow it"
- The topology is so steep that to get to most of the lots they will need "private" roads or driveways to get around the road requirements.
- The zoning says that lots in this neighborhood need to be 20K sf. They took this as an average in a subdivision (for now I believe this on its face). They are platting several lots from on the hill down the cliff face to the beach. These larger lots include a tract they graciously are including in a green zone between the beach and up the sandstone cliffs. Those few larger lots with massive steep cliffs are then being used to offset most of the other lots that are under 10K sf with private roads or cliffs splitting those lots in half again.
- We were told that this project matches the characteristics of the neighborhood so many times it felt like they thought if they said it enough times it would become true. It's not.
- There was no plan to deal with increased traffic on Viewcrest or the 12<sup>th</sup> street bridge. They did propose trimming some bushes on the corner of Viewcrest and Chuckanut to increase visibility while turning onto Chuckanut so it's not like they didn't think of traffic issues at all but trimming vegetation isn't a plan.
- The topology is challenging enough that fire trucks can't access most of the sites so sprinklers will be required in any structures.
- This project obviously took the maximum density they can get by acreage and shoe horned in every possible building site.
- In the first 5 minutes of the presentation it was obviously not a honest, thoughtful use of this property. They simply are cramming as many lots as physically and cheaply possible no matter how many gymnastics they have to do to get there.

There are a ton of other issues that go with this project. If there is any way to raise the profile of this proposed project with the city I would appreciate it. If I should be talking to someone else about my concerns I would appreciate you letting me know who or what department that would be.

Thank you,

Paul Brock / Nicole Piscopo

301 Crest Ln

Bellingham WA 98229

360.715.1643

Pedestrian connectivity - 2/24 Jones long plat comment

keith kemplin <keith\_kemplin1@hotmail.com>

Thu 2/25/2021 8:41 AM

To:

- Bell, Kathy M. <kbell@cob.org>;
- jack@avtplanning.com <jack@avtplanning.com>

I would advocate for pedestrian connectivity from Sea Pines to Arbutus and/or South Clarkwood.

There was a lot of concern in the 3-hour meeting last night about walking on Viewcrest.

A lot of talk about the dangers of a trail to the bay.

A lot of talk about cul-de-sac'ed roads and fairly long private drive extensions.

The pre-application documents seem to indicate a possible trail connection from Sea Pines to the "east road", which would then be the only way to get to the bay on the trail from Briza and, by the way, was strongly opposed by Trillium at the time.

I run and walk this area a lot, almost every day, since the pandemic began and I see many walkers, an amazing number.

The city encourages and has provided connectivity in many similar places, Speiden Pl to Newton Street being a random example.

So, rather than this being, in effect, a one-way private enclave, I advocate for east-west pedestrian connectivity. This would relieve foot traffic on Viewcrest and be a benefit for the entire neighborhood.

Keith Kemplin  
123 Viewcrest Rd  
360-383-8509

Re: Jones Long comments

Jack Bloss <jack@avtplanning.com>

Thu 2/25/2021 9:49 AM

To:

- Steve Kopp <stevekopp@hotmail.com>

Cc:

- Bell, Kathy M. <kbell@cob.org>

Hi Steve,

Thank you for attending the meeting last night and for your comments. We will be taking them into consideration as we proceed.

Best,

Jack Bloss

On Wed, Feb 24, 2021 at 9:31 PM Steve Kopp <[stevekopp@hotmail.com](mailto:stevekopp@hotmail.com)> wrote:

Much of my comments on the project have already been touch on but want to share my support for those concerns.

Thanks for the presentation and a well run meeting.

I live on Crest Ln, so Viewcrest is my access road to everywhere.

Traffic - I walk my dog on Viewcrest 3-5x per week, as well as many other streets around Edgemoor, Hundred Acre woods, and Clark Point. As one caller mentioned, many of the walkers, and especially dog walkers of Viewcrest know each other. If we all showed up on zoom with a picture of our dogs, we'd recognize each other. There is an extended feeling of community among the walkers and bikers of Viewcrest.

That said, Viewcrest seems narrow, and there are a few places as mentioned where its already a bit dangerous, such as the section just west of the intersection with 16th St. I am curious about the pending traffic study.

Regarding the comments about the number of lots, I agree this seems a bit high. The Viewcrest visual of this development will be those 7 lots. Compare that to the space across the street and width of those lots - to come close to that you'd have 5 lots plus the access street. With 5 lots there I don't think there would be nearly as much pushback from the neighbors.

Regarding the comment about trees - if there is a way to do this through CCRS, it would be good to encourage retaining a tree density similar to across Viewcrest around Clark Rd, more trees than are left in the Clarkwood neighborhood. This will help to minimize people's concerns about the appearance from across the bay, retaining the birds, and reducing train noise and wind.

I also share the concerns about runoff and water quality impact on the inner bay, which already had water quality problems. It is known that urban runoff kills coho salmon, particularly road runoff, and although coho do not often spawn in Chuckanut Creek, they do spend time in the inner bay just below this development at high tide. I have personally caught wild coho in Mud Bay, and see them most years.

One criticism of the presentation and Q&A, please don't brag about creating "open space" when you're simply avoiding developing areas that are wetlands or too steep or too close to the bay to develop as if this is some benevolent sacrifice you're making for nature. If you want some bonus points from the community for open space, talk about the areas that you could have developed but elect to not develop, or green space you retained that is functional space like a green easement or wildlife corridor or foot path between lots. There could be opportunities here for owners to acquire grants or reimbursement or tax advantages for conservation easements around with within the development.

I would think the family would want to retain as much of the feel and nature of this legacy property as possible. This could be a very special development, which it could be with about half as many lots, which would go a long way toward minimizing many of the other concerns expressed tonight. Given the prices and potential buyers around Bellingham, doing this as very small number such as 10-12 lots would be expensive but could sell here. Might even tempt me to move over there.

Thanks,  
Steve

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*Please note that I am working remotely at this time and am not available via phone at the office.  
Please email me for questions or to set up a call.*

AVT Consulting  
1708 F St.  
Bellingham, WA 98225

Office: [360-527-9445](tel:360-527-9445)  
[www.avtplanning.com](http://www.avtplanning.com)

Re: Jones Subdivision Plan / Unaddressed Viewcrest Rd. Property

Jack Bloss <jack@avtplanning.com>

Thu 2/25/2021 2:07 PM

To:

- Norwich <wendy.larson@comcast.net>

Cc:

- Bell, Kathy M. <kbell@cob.org>

Hi Wendy,

Thank you for your comments at the meeting and for your follow up comments here. We are compiling all public comments and forwarding them to our design team and the Jones family. We are working on the more detailed plans and materials for our application and we will be taking into consideration all the public comments as we do that. Please keep your eyes peeled for the public notice that will occur after we submit, at which point you will be able to review the details of our proposal.

Thanks again for your interest in the project,  
Jack Bloss

On Thu, Feb 25, 2021 at 12:52 PM Norwich <[wendy.larson@comcast.net](mailto:wendy.larson@comcast.net)> wrote:

Dear Kathy, and Jack,

I attended the neighborhood meeting last night, and due to the number of neighbors wishing to comment on the proposed development (I thank them all), I was unable to speak during the meeting. I am therefore submitting my concerns via email, as requested in the meeting. I would like these comments to go on the record in the City's documentation. Thank you for your attention to this matter.

As someone who has been fortunate enough to own and develop residential property over the years, I can understand the property owners' interest in monetizing this asset.

That said, the currently proposed plans are unacceptable, and alternative plans should be developed. I believe most folks in the neighborhood, and in Bellingham at large, would agree with the City's Neighborhood Plan calling for preservation of this land in its natural state. Even if that cannot be accomplished for some reason – and it is unclear whether that has been seriously attempted – this exceptional natural parcel should be developed only in accordance with the Edgemoor Neighborhood Plan & its Proposals, Municipal Conditions and Considerations, and all relevant City and State requirements. Ideally, the Jones Family, having been stewards of this land for so long, will be motivated to either see to its entire preservation, or to develop it in a more sensitive, wise, and lower-impact way.

My comments, which I add to my neighbors' comments, follow a few excerpts from City of Bellingham plan and regulations documentation.

First, for reference, here are some of the relevant direct excerpts from the "**City of Bellingham Neighborhood Plan EDGEMOOR**", as adopted by Ordinance No. 8868 and amended by Ordinance 8946, 9762, 2004-12-087, and 2004-12-092. These directly address this specific parcel of privately owned land. Highlighting is mine, to emphasize the direct relevance of the excerpted text.

- "The quiet residential character of the Edgemoor Neighborhood is a valued asset."

- “The entire southern one third of the Edgemoor Neighborhood consists of perhaps the most magnificent property in the city. A large, steep, heavily wooded peninsula, commonly known as Clark’s Point, extends into Bellingham Bay, forming the western boundary of Chuckanut Bay. Steep slopes follow the edges of Chuckanut Bay, paralleling Viewcrest Road, and, together with Clark’s Point, provide a natural resource amenity identified in the Whatcom County Interagency Park, Recreation, and Open Space Study (1977) as a primary goal for conservation efforts for the benefit of the entire city.”
- **“Area 7**
  - As previously described herein, Area 7 is a highly valued natural resource for which conservation has been a consistent recommendation. While a designation as “public” might seem more appropriate for the area, the land is under private ownership, so a land use designation is made which will permit development while maintaining the exceptional natural qualities of the properties.”
- PROPOSALS
  - **II. OPEN SPACE**
    - As previously stated, Clark’s Point and steep slopes adjacent to Chuckanut Bay are a principal park and open space resource in the city. While public acquisition of the subject properties would be very expensive, the resource is unique and extremely valuable.
    - CLARK’S POINT AND THE STEEP HILLSIDES ADJACENT CHUCKANUT BAY SHOULD BE PRESERVED AS VALUABLE OPEN SPACE AND MARINE ACCESS POINTS, EITHER THROUGH ACQUISITION OR PUBLIC EASEMENTS GAINED THROUGH SENSITIVE DEVELOPMENT. THE PEAK SOUTHEAST OF THE INTERSECTION OF VIEWCREST ROAD AND FIELDSTON SHOULD BE DEVELOPED AS A VIEWPOINT.
- Municipal Code: **20.00.060Edgemoor neighborhood table of zoning regulations.**

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
7	Residential Single	Detached	20,000 sq. ft. min. detached lot size, or one lot per 20,000 sq. ft. average overall density	Clearing; view buffering from adjacent residential	Improvement to Fieldston and Willow Rds. as neighborhood collectors.	None

The proposed development plans presented at the neighborhood meeting last night **fail to meet these Ordinated requirements**, and Proposal, in multiple respects. Among these are:

- The plan does not “maintain the exceptional natural qualities” of the property – rather, in its current form, it substantially degrades them.
- The plan is not in keeping with the characteristics of the immediate neighborhood, nor comparable Edgemoor home sites.
- Zoning Reg. Special Conditions: The plan appears to violate both the “Clearing” and the “View buffering from adjacent residential conditions.”
- Zoning Reg. Prerequisite Conditions: The “neighborhood collectors” of Fieldston and Willow Roads have not been improved to support this size subdivision, nor have plans been presented for the additional obvious “neighborhood collectors” of this specific parcel (including Viewcrest and Chuckanut Drive, and possibly Clark Rd.)
- The plan requires the City make unacceptable Variances for Private Roads to support a higher-density subdivision than can be served by even two new Public Roads (for which there does not appear to be adequate

room for, a separate point).

- The density of the current plan is out of step with “The quiet residential character of the Edgemoor Neighborhood”: construction activities from infrastructure throughout home and hardscaping building of this large-size subdivision, only accessible by quiet Edgemoor roads, will be excessively disruptive (including noise pollution persisting for years) to both humans and wildlife in the neighborhood.

### Currently Proposed Density Concerns

In addition, the density of the currently proposed development on this specific topography will create significant concerns including environmental issues, public safety issues, and quality of life issues for the neighborhood during the potentially decade-plus of proposed development.

We were told last night that “gross density” City guidelines would “allow” over 60 homes on a parcel of this size, and that the proposal exhibits restraint because it currently is for homes numbering in the mid-forties. However, this is not a flat parcel: rather, it is steeply sloped, as was also noted. Therefore to maximize the number of homes in the subdivision which might be cost-effectively constructed (avoiding infrastructure and residences on the steepest slopes), the homes will be packed much more closely together than homes in the rest of Edgemoor comparable to this site’s location (e.g., as noted in the City’s Edgemoor Neighborhood Plan, *“The western half of the neighborhood contains large single family homes on well-landscaped one-half acre lots. The term “rural estate” has been used to describe this portion of the neighborhood where magnificent views of Bellingham Bay and the San Juan Islands are a highly valued resource.”*).

The currently proposed density of homes is highly problematic:

- This high density requires two near-adjacent public roads be constructed, from Viewcrest. Instead of one Public Road, or two well-distanced Public Roads, the plan squeezes two closely-placed roads into the subdivision, with smaller home lots wedged between.
  - These smaller lot sizes are not in keeping with *comparable* Edgemoor lot sizes, nor in the immediate-neighborhood residential properties. Saying that the lot sizes “average out” when the entire subdivision is considered is disingenuous, because much of the parcel is not developable. The lot sizes proposed are not in keeping with the character of the neighborhood.
  - The placement of their intersections with Viewcrest, are: dangerously close for drivers, pedestrians, cyclists; not in keeping with the neighborhood character (see proximity of other roads entering Viewcrest).
  - The proximity of these two new public roads appears to likely be in violation of both the Clearing and the View buffering municipal requirements (as their construction would remove the woods along their near-adjacent route and homes between).
  - The current plan calls for two dead-end streets. If two Public Roads are constructed, having no public link for access between them (such as at least a pathway) is not in keeping with a ‘neighborhood feel’ for the residents of this subdivision, nor for their neighbors who walk in the Edgemoor neighborhood. Generally speaking, one of Edgemoor’s most important characteristics for many of us is that it is a highly walkable neighborhood.
- This high density also requires construction of Private Roads, and seeks City approval for Variances to City requirements for the number of homes which can be served by a Private Road. (Note: the City should NOT approve such Variances for safety reasons: in the event of an emergency, too many people would need to evacuate from these narrow and dense arteries.)
- The roadway impervious infrastructure – both public and private roads, plus whatever supporting structures are required to retain these – plus all of these homes’ impervious surfaces will create significant issues for the health of the woods, plants, and Chuckanut Bay.
- The homes along Viewcrest itself are placed together much more closely than the other homes on Viewcrest, which is not in keeping with the character of the neighborhood. (The spacing appears to be to wedge more lots in for monetization purposes.)

- This number of homes on a steeply sloped parcel of land above Chuckanut Bay will lead to environmental degradation of the Bay. Pollutants from infrastructure construction, home construction, and then ongoing residential use will inevitably degrade the water, soils, and ecosystem. A less-dense development would be vastly preferable to the currently-planned overreach.
- In the meeting, the main speaker presenting the plan appeared to dismiss neighbors' concerns about traffic as non-specific to this development, stating that "traffic safety is an Edgemoor-wide issue," and saying traffic concerns should be more properly addressed elsewhere. This rather audacious attempt to pass the buck, and deflect the immediate concerns of this plan's traffic impacts, is clearly ridiculous. A subdivision of this size will generate significant traffic issues all on its own. The additional traffic will:
  - Make Viewcrest and surrounding streets more congested.
  - Make existing pedestrian and cycling activities more dangerous – especially during the multi-year construction phases for infrastructure and home-building, when large work vehicles are thick on Viewcrest. (We've recently seen this from just an half-dozen construction projects nearby – this subdivision, being much larger, will be much worse.)
  - Make it more challenging to access the Hundred Acre Woods trail system from Edgemoor (pedestrian crossing Chuckanut from Viewcrest).
  - Cause additional wear-and-tear damage on roadways including Viewcrest, Chuckanut, Willow, Fieldston, and Clark.
  - The traffic impact analysis is likely to be inadequate, unless it accounts for: post-pandemic traffic (current traffic levels are abnormally low); subdivision development traffic; home construction traffic; pedestrian and cyclist traffic (see post-pandemic note).

#### Additional Environmental Concerns:

I share the many environmental concerns raised by neighbors in the meeting, and as you requested, I will not repeat them all here. I will add that I am unpersuaded that this subdivision plan includes adequate protections of the "exceptional" (per the City) nature of this Bellingham natural resource:

- How exactly will CCRs be created to adequately protect the wildlife, Bay ecosystem health, and woodland?
- The three Open Space Tracts appear much too small to preserve the "exceptional natural qualities of the property," and should be significantly enlarged for the health of the endangered wildlife and ecosystems they serve.
- The Shoreline Open Space Tract C merely meets the minimum requirement for shoreline offset protection. With the Climate Crisis, we all now know sea levels will rise more quickly than previously forecast. This set-aside buffer zone will not last long in this plan's shape and size. Therefore, the set-aside for shoreline protection should be increased substantially, in keeping with the City's Neighborhood Plan.
- The discontinuity of Open Space Tracts is puzzling: it seems these Open Spaces would be better preserves for wildlife and for ecosystem conservation if they are contiguous in an ecologically meaningful way. From the plan maps presented, it seems straightforward to make them ecologically meaningfully connected by removing the home lot in the lower south-east corner.
- Who will manage the Open Space Tracts (or Tract, if combined as seems sensible)? How will Conservation Easement requirements and conditions be set and managed over time?

I have additional concerns with the current plans, but this is a representative sampling.

Thank you for your attention.

Sincerely yours,

Wendy Larson

Neighbor at 606 Clark Road, Bellingham, WA 98225

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*Please note that I am working remotely at this time and am not available via phone at the office. Please email me for questions or to set up a call.*

AVT Consulting  
1708 F St.  
Bellingham, WA 98225

Office: [360-527-9445](tel:360-527-9445)  
[www.avtplanning.com](http://www.avtplanning.com)

Re: Jones Development  
Jack Bloss <jack@avtplanning.com>  
Thu 2/25/2021 10:03 AM  
To:

- Poehlman, Greg <Greg.Poehlman@hubinternational.com>

Cc:

- Bell, Kathy M. <kbell@cob.org>

Hi Greg,

Thank you for reaching out and voicing your concerns. We will be taking them into consideration as we proceed. When we submit the permit package, more information will be provided and should address the additional questions you have.

Best,  
Jack Bloss

On Wed, Feb 24, 2021 at 9:32 PM Poehlman, Greg <[Greg.Poehlman@hubinternational.com](mailto:Greg.Poehlman@hubinternational.com)> wrote:

Thank you for allowing for follow up comments to the public meeting – obviously the sentiment of the participants is that while the property owners have every right to develop their property there are some real concerns about a project of this nature in this community.

We live at 336 Viewcrest Rd and would like to be on record stating that we agree with a number of the comments voiced and are opposed to a development of this size. Specific comments:

- We are very concerned about the additional traffic on VC. As noted it is a very narrow road with some serious blind spots due to the steepness of the hill coming up from Chuckanut and not mentioned due to the overhang vegetation larger vehicles often drive in the middle of the road making it very hard to pass two abreast. We echo the comments about the intersection of VC & Chuckanut, but also want to point out that many use the cut off of VC & 16<sup>th</sup> and this is a very dangerous intersection because quite often cars going up VC from Chuckanut are speeding to get up the hill quickly and the cars pulling out from 16<sup>th</sup> onto VC have a hard time seeing them so additional traffic will only increase the risk of this intersection.
- We echo the concerns about wildlife, erosion, run off, noise, etc.
- Ali mentioned the open spaces a couple times as though they were being left as a compromise or way to not maximize the size of the project, but isn't it actually a fact that the open spaces being left are the minimum requirement?
- A comment was made that the West road could not be moved farther West due to the topography and that the only place for it to dump onto VC was 2 lots away from the East rd. This does not seem to be the only option – by eliminating the lots or reducing the # of lots on VC it would seem that the road could run parallel VC then dump out farther to the West – if angled this may also “encourage” some traffic towards Fieldston rather than place both access points so close together and East enough that the natural traffic pattern will be to utilize VC.

- Ali made a number of comments relating the project to the surrounding neighborhood and that it was similar in nature – I do not think this is a reasonable comparison because I can not think of another development project in our neighborhood that was this many homes as part of one project
- Very specific to our location, I would like to know more about open spaces A&B as I am concerned about erosion and sluff off of the hillside in these areas

Greg Poehlman

360-319-9966

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*Please note that I am working remotely at this time and am not available via phone at the office.  
Please email me for questions or to set up a call.*

AVT Consulting  
1708 F St.  
Bellingham, WA 98225

Office: [360-527-9445](tel:360-527-9445)  
[www.avtplanning.com](http://www.avtplanning.com)

Re: Jones Long Subdivision  
Jack Bloss <jack@avtplanning.com>  
Thu 2/25/2021 10:11 AM  
To:

- Kelcie Sheriff <ksjlm96@yahoo.com>

Cc:

- Bell, Kathy M. <kbell@cob.org>

Hi Kelcie,

I appreciate you providing your comments and insight as we proceed with the project.

Thank you,  
Jack Bloss

On Wed, Feb 24, 2021 at 9:26 PM Kelcie Sheriff <[ksjlm96@yahoo.com](mailto:ksjlm96@yahoo.com)> wrote:

AVT Consulting  
City of Bellingham

I attended the Public Meeting regarding the Jones subdivision this evening, 2/24/21. I wish to add the following comments:

1. Many of the environmental issues, stormwater/wetland concerns and negative impacts to the neighborhood would be mitigated with lower density. Please reduce the number of building sites as it would be the most significant way to take care of the greatest number of concerns.
2. Sole access to the subdivision (43 of 44 lots) via Viewcrest Road will cause horrendous safety issues (not just traffic inconvenience). Specifically, there are numerous intersections and areas along the surrounding roadways that are currently unsafe at low speeds and with current numbers. Viewcrest Rd, 16th St., access to Chuckanut via Viewcrest and 16th St., and Fieldston Rd (not Fieldstone) to name a few, have very high numbers of pedestrians, bicyclists and cars. In addition, the school bus travels along Viewcrest Rd 6 times per school day. This development must include access via Sea Pines Rd to offset these safety dangers.

Thank you for your consideration,  
Kelcie Sheriff  
332 Viewcrest Rd  
Bellingham 98229  
360-961-9801

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*Please note that I am working remotely at this time and am not available via phone at the office.  
Please email me for questions or to set up a call.*

AVT Consulting

1708 F St.  
Bellingham, WA 98225

Office: [360-527-9445](tel:360-527-9445)  
[www.avtplanning.com](http://www.avtplanning.com)

FW: Jones Edgemoor Subdivision - Viewcrest Road  
Nabbefeld, Kurt D. <knabbefeld@cob.org>  
Fri 2/26/2021 11:10 AM  
To:

- Bell, Kathy M. <kbell@cob.org>;
- Sundin, Steven C. <ssundin@cob.org>

For the record.

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**Kurt Nabbefeld, Development Services Manager,  
SEPA Responsible Official**

City of Bellingham  
Planning and Community Development  
Tel: (360) 778.8351  
Fax: (360) 778.8302  
Email: [knabbefeld@cob.org](mailto:knabbefeld@cob.org)

**Tell us how we're doing!**

[Permit Center survey](#)

***My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56***

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**From:** Paul Brock <brock\_paul@hotmail.com>  
**Sent:** Friday, February 26, 2021 10:46 AM  
**To:** Grp.PL.Planning Mail (planning@cob.org) <planning@cob.org>  
**Subject:** Jones Edgemoor Subdivision - Viewcrest Road  
Attn: Planning Department

I'm writing you today about a proposed project titled "Jones Edgemoor Subdivision - Viewcrest Road". I am a proponent of private property owners being able to use their property in the way that is zoned assuming the rules are followed and I have no expectation that the community should expect a privately owned open space to remain open forever.

Now that I have put a box around my realistic expectations for private property, the Jones Edgemoor Subdivision has some troubling features that I'm sure will come up in the permitting process but were particularly troubling to me. The geotechnical and critical areas report are both 10+ years old and while the geotechnical report should be valid as long as there isn't new disturbances in the area the critical areas report is missing many of the birds and animals we see with our own eyes on this parcel of land. In particular there is no mention of the nesting peregrine falcons or golden eagle usage. Also in the last 10 years since the report was done trail and security camera usage has increased dramatically so now we know of many animals that are on that site that were not mentioned. I'm not saying the report that was offered was inaccurate but it is old and perhaps the usage by various animals has changed in that space. My other concern is the design proposed by AVT Consulting seems to be in contradiction with the geotechnical report and I'm concerned not just for the bay below but the safety of any individuals that may build a house on that location with the density proposed. When looking at the plan they obviously divided the raw acreage of the parcel by the minimum allowed lot size and got the maximum number of lots. This left them with some extremely small lots with "private" roads splitting shoes lots in half again. Along with the obvious disregard for the geotechnical report the lots as depicted in the application letter do not match the character of the neighborhood.

I also have a concern about the impacts to the surrounding community including traffic, fire and EMS access, storm water, sewage, sidewalks and the variety of exclusions that were called out in the initial application letter.

I suspect this parcel of land is the last big private tract of land in the neighborhood for a reason. It's a very challenging site both onsite and from the perspective of the surrounding community. I'm writing with the hope that this property gets the level of scrutiny that it deserves and doesn't get fast tracked for some reason.

Thank you for your attention,

Paul Brock / Nicole Piscopo  
301 Crest Ln  
Bellingham WA 98229  
360.715.1643

EIS required for Jones Edgemoor Subdivision on Viewcrest Road  
Briza Community Association Board <brizaassnboard@gmail.com>  
Fri 3/5/2021 12:11 PM

To:

- Bell, Kathy M. <kbell@cob.org>

Cc:

- Sundin, Steven C. <ssundin@cob.org>;
- MY - mayorsoffice@cob.org <mayorsoffice@cob.org>;
- CC - Shared Department <cc@cob.org>

Dear Kathy,

The Briza Community Association requests that the City require an EIS for the 44-lot Jones Edgemoor Subdivision on Viewcrest Road. Attached is a comment letter from the Briza Community Association that incorporates the letter submitted earlier today by the Edgemoor Neighborhood Association (ENA). Please include our letter in the public record.

The City's pre-application materials for this proposal include a 2009 Geologic Feasibility Investigation by [Pacific Surveying & Engineering](http://bit.ly/JES_Geologic_2009) ([http://bit.ly/JES\\_Geologic\\_2009](http://bit.ly/JES_Geologic_2009)). The PSE study provides details about existing geologic hazards at the site, including landslide, erosion, and seismic hazards. Page 16 of PSE's report includes the following image with this description:

"Photo of bedrock cliff showing evidence of 'toppling' of blocks that failed along jointing planes."



Although those particular "blocks" did not reach the beach, many others have, including these:



And these...



And these...



And these...



Considering the existing slope instability, an EIS is clearly needed to carefully evaluate the adverse impacts - to multiple environmental elements - of developing this site. This risk of not requiring an EIS could be deadly.

Thank you for the opportunity to provide comment on the Jones Subdivision.

The Briza Board can be reached via email at [BrizaAssnBoard@gmail.com](mailto:BrizaAssnBoard@gmail.com).

Sincerely,

The Briza Community Association Board

Joel Thuma, President

Jay Solomon, Treasurer

Larry Horowitz, Secretary

Vern Berry

Paul Scott

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## **Briza Community Association**

100 Briza Court · Bellingham, WA 98229

BrizaAssnBoard@gmail.com

March 5, 2021

Kathy Bell, Senior Planner  
City of Bellingham Planning & Community Development  
Via Email: [kbell@cob.org](mailto:kbell@cob.org)

Copy via Email:

Steve Sundin, City of Bellingham Senior Environmental Planner: [ssundin@cob.org](mailto:ssundin@cob.org)

Bellingham Mayor Seth Fleetwood: [mayorsoffice@cob.org](mailto:mayorsoffice@cob.org)

Bellingham City Council: [ccmail@cob.org](mailto:ccmail@cob.org)

Re: Jones Edgemoor Subdivision on Viewcrest Road

Dear Kathy,

The Briza Community Association Board has reviewed the March 5th Edgemoor Neighborhood Association (ENA) comment letter regarding the significant adverse environmental impacts the 44-lot Jones Edgemoor Subdivision is likely to impose. We have also reviewed the documents provided by AVT Consulting during the February 24<sup>th</sup> Neighborhood Meeting.

We agree with the ENA Board that the proposal is likely to have a significant adverse impact on the environment and that a Determination of Significance is warranted. We formally request that an environmental impact statement be completed as required under RCW 42.21C.030(2)(c).

We hereby incorporate the March 5<sup>th</sup> ENA letter, which is appended below.

Thank you for allowing the Briza Community Association to provide input on this project. We appreciate your consideration of our request and the request made by the Edgemoor Neighborhood Association.

Sincerely,

The Briza Community Association Board

Joel Thuma, President

Jay Solomon, Treasurer

Larry Horowitz, Secretary

Vern Berry

Paul Scott

# Edgemoor Neighborhood Association

ENABoard@EdgemoorNeighborhood.com

March 5, 2021

Kathy Bell, Senior Planner  
City of Bellingham Planning & Community Development  
Via Email: kbell@cob.org

Copy via Email:

Steve Sundin, City of Bellingham Senior Environmental Planner: ssundin@cob.org  
Bellingham Mayor Seth Fleetwood: mayorsoffice@cob.org  
Bellingham City Council: ccmail@cob.org

Re: Jones Edgemoor Subdivision on Viewcrest Road

Dear Kathy,

The *Edgemoor Neighborhood Association* (ENA) Board has reviewed the documents for the 44-lot Jones Edgemoor Subdivision on Viewcrest Road that were presented by AVT Consulting during the required Neighborhood Meeting on February 24, 2021.

Based on our review of these documents, the ENA Board is confident that the proposal presented during the Neighborhood Meeting is likely to have a significant adverse impact on the environment, and we formally request that an environmental impact statement be completed as required under RCW 43.21C.030(2)(c).

The SEPA Environmental Checklist, when submitted by the applicant, must address environmental impacts to a variety of elements, including Earth, Air, Water, Plants, Animals, Energy & Natural Resources, Environmental Health, Land & Shoreline Use, Housing, Aesthetics, Light & Glare, Recreation, Historic & Cultural Preservation, Transportation, Public Services, and Utilities.

- 1) **EARTH**: Regarding the Earth element, the December 31, 2009 *Geologic Feasibility Investigation* prepared by Pacific Surveying & Engineering (PSE) concluded that:
  - a. In summary, geologic hazards at the site exist and include landslide, erosion and seismic hazards.

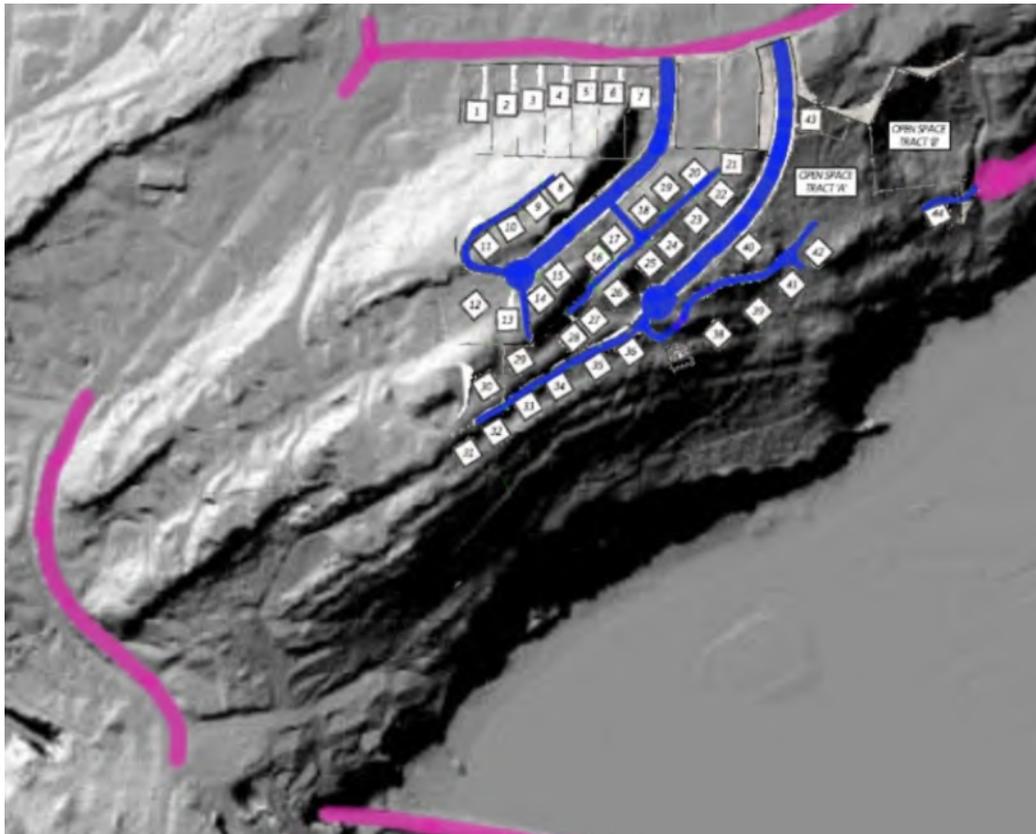
- b. [T]he subject property contains areas with steep topography and development will have to consider site-specific engineering designs and mitigative measures for portions of the property.
- c. Future development of the site could impact the current hydrologic condition... Changes in hydrology can alter the probability, frequency and magnitude of mass wasting (landslide) activity.
- d. Possible evidence of historic mass wasting (landslide) activity was also observed at the eastern portion of the property.
- e. Geotechnical investigations will need to assess erosion, landslide potential, and seismic hazards and subsurface conditions. Future development may potentially impact slope stability and surface erosion.
- f. Field observations suggest that the soils on the project site have a relatively low susceptibility to erosion in an undisturbed state because of dense vegetation, but that alteration of these conditions could significantly increase the erosion potential.
- g. Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes. In addition, the risk of landslides could be impacted by construction near or on steep slopes because of grading disturbance or additional load application from structures such as buildings, road fill embankments, topographic alterations or retaining walls.
- h. Because of the steep slopes and existing groundwater conditions, modifications of groundwater or surface water flow may impact the potential size and frequency of mass wasting [landslide] events. The fine-grained soils found on site are susceptible to soil erosion resulting from the movement of heavy equipment or site grading.

Clearly, based on PSE's geologic study, any development and construction on this site will cause significant environmental impacts to the Earth element. Although an updated study will be included in the Preliminary Plat application, the conditions of the site remain. These Earth element impacts alone would require a Determination of Significance (DS) and an EIS.

- 2) **AIR:** Regarding the Air element, the following LIDAR image with subdivision overlay illustrates the extensive excavation, clearing, and grading that will be required to simply construct the two public roads and multiple non-compliant

private roads and to install utilities. The excavation, clearing and grading to construct 44 homes will also be extensive.

The multi-year construction period will certainly result in significant emissions to the Air element and would require a Determination of Significance and an EIS.



- 3) **WATER**: Regarding the Water element, the proposal will impose significant environmental impacts of Surface Water, Ground Water, and Water Runoff. As noted above, the PSE geologic study found that, “Future development of the site could impact the current hydrologic condition... Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes.”

While the City will require storm water treatment, the City can well attest to the detrimental effects of uncontrolled runoff from human activity, which is known to be a major problem with the Lake Whatcom water supply. Uncontrolled - and uncontrollable - runoff will adversely impact the fragile Chuckanut Bay estuary.

Such significant impacts to the Water element require a Determination of Significance and an EIS.

- 4) **PLANTS**: Regarding the Plants element, this proposal is certain to remove and alter a significant percentage of the 50+ year-old deciduous and evergreen trees and dense vegetation that presently exist. The significant impact to the Plants element contributes to the Determination of Significance and need for an EIS.
- 5) **ANIMALS**: Regarding the Animals element, according to the January 2010 Critical Areas Report, this property has been serving as an extensive wildlife sanctuary for black-tailed deer, eagles, pileated woodpeckers, Douglas squirrels, sharp-skinned hawks, Cooper's hawks, songbirds, woodpeckers, amphibians, and small mammals.

Washington Department of Fish & Wildlife (WDFW) maps the property as Urban Natural Open Space and within 800 feet landward of the shoreline is mapped as Bald Eagle Buffer Management Zone. The Chuckanut Bay tidelands adjacent to this property is mapped with the following Priority Habitats: Eelgrass, Turf Algae, Potential Surf Smelt/Sand Lance Spawning Areas, and Hardshell Intertidal Clam.

The proposals' extensive excavation, clearing and grading and removal of trees and vegetation will cause substantial impacts to the Animal element justifying a Determination of Significance and need for an EIS.

- 6) **NOISE**: Regarding the Noise element, the proposal's impact will be significant. Many residents on S. Clarkwood Road and nearby have complained extensively about the blasting required to build the foundation for just one recently completed home. Compound that by 44 foundations. A Determination of Significance and an EIS are both warranted.
- 7) **TRANSPORTATION**: Regarding the Transportation element, the proposed 44-lot subdivision will exacerbate an already precarious condition for pedestrians, cyclists, pets and wildlife.

On February 15, 2017, 99 Edgemoor residents signed and mailed a letter to Mayor Kelli Linville regarding *Public Safety Concerns for Pedestrians on Edgemoor Roads* asking the City to "escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse."  
([http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Letter\\_2-15-17](http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17))

On April 13, 2017 several dozen Edgemoor residents met with Public Works Director Ted Carlson to develop possible solutions. We shared with Ted a 14-page *Edgemoor Pedestrian Safety survey* with 35 responses, many of which focused on the issues facing pedestrians on Viewcrest Road.  
([http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Q\\_4-5-17](http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17))

Unfortunately, nothing was done to address the safety of pedestrians, cyclists, pets and wildlife on Edgemoor's precariously dangerous roads with limited visibility and no sidewalks.

The significant impacts imposed by the proposed 44-lot subdivision could very well be the last straw, finally causing serious injury - or worse. Absolutely, this impact will be significant. A Determination of Significance and an EIS is clearly warranted.

The Edgemoor Neighborhood Association Board appreciates the opportunity to provide public comment on the Jones Edgemoor Subdivision proposal. Please include this letter in the public record.

Thank you for considering our request to require an environmental impact statement based on the significant impacts this project will impose on multiple elements of the environment.

Sincerely,  
The Edgemoor Neighborhood Association Board  
Curt Thor, Vice President  
Sandie Koplowitz, Secretary  
Bob McCarthy, Treasurer  
Paul Bonde  
Larry Horowitz  
Terry Montonye  
Barbara Ryan  
Paul Scott  
Bill Wright

Attachments:

- February 15, 2017 letter hand delivered to Mayor Linville re: *Public Safety Concerns for Pedestrians on Edgemoor Roads*  
[http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Letter\\_2-15-17](http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17)
- April 5, 2017 Edgemoor Pedestrian Safety Questionnaire Responses hand delivered to Public Works Director Ted Carlson  
[http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Q\\_4-5-17](http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17)

February 15, 2017

Mayor Kelli Linville  
City of Bellingham  
210 Lottie Street  
Bellingham, WA 98225

Re: Public Safety Concerns for Pedestrians on Edgemoor Neighborhood Roads

Dear Mayor Linville,

From time to time, residents of the Edgemoor Neighborhood post comments on the Nextdoor site regarding their concerns about pedestrian safety within the neighborhood. Recently, after nearly being hit by vehicles several times within a week, one neighbor reminded us all about the dangers of walking on roads with limited visibility and no sidewalks.

The July 2012 *Bellingham Pedestrian Master Plan* lists a variety of proposed improvements. Figure 3-8 on page 3-12 maps the proposed improvement for south Bellingham, including Sidewalk Infill on Fieldston, Willow and Linden Roads and Sidewalk Widening on Hawthorne Road.

In the *Community Survey Appendix* of the *Pedestrian Master Plan*, 81 residents from Edgemoor expressed concerns about pedestrian safety, more than any other neighborhood.

Almost five years have passed since the *Pedestrian Master Plan* was completed. The undersigned members of the community ask you to re-consider our safety concerns, for ourselves and especially for our children who walk every weekday to Fairhaven Middle School. We respectfully request that you escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse.

Thank you for considering our request.

Sincerely,

Pam Bartling	Corinne Gimbel-Levine	Dawn Quyle Landau	Mark A. O'Deady	Jake Soder
Ann Boochever	Robin Godbolt	Frances LeCocq	Janice O'Rourke	Else Sokol
Cassandra Carr	Judie Greene	Irwin LeCocq	Christine Pacheco	Ann Swarens
Magnus Collander	Felix Greening	Ola Lessard	Elizabeth Paley	Lidia Tillman-McAdoo
Becky Connor	Jude Greening	Rob Lessard	Sally Parsons	Ann Marie Verneuil
Mandy Cox	Julian Greening	Fran Maas	Cecile Pickford	Elizabeth Wadsworth
Donna Davis	Michelle Greening	Maryalice Macdonald	Nicole Piscopo	Charlotte Waller
Victor DeMarino	Lisja Harper	Vincent Matteucci, MD	Ronald Quinn	Scott Ward
Ellane Dean	Paul Harper	Bruce McLeod	Fred Rhoades	Peggy Watt
Susan DeBari	Luella Heese	Holly McLeod	Gloria Rhoades	Andrew Widman
Angela Desler	Amanda Henkel	Rachel Medler	Eva Schile	Claire Widman
Jim Douglas	Bill Henkel	Donna Merlina	Jen Schile	Laura Widman
Veronica Douglas	David Hooper	Meg Metzger	Valerie Schile	Steve Widman
Barbara Ellis-Quinn	Larry Horowitz	Sarah Milligan	Vincent Schile	Janet Wisner
Kim Erickson	Patti Inhof	Phillip Morgan	Bunny Schneider	Steven Wisner
Kristen Fagan	Chris Jacobs	Sara Mostad	David Schneider	Greg Wolgamot
Greg R. Ford	Galie Jean-Louis	Steve Nakano	Anthony Schols	Bill Wright
Deborah Ann Frederick	Brad Johnson	Jim Nickol	Susanne Sherburne	Cinda Zemel
Gale Frederick	Lylene Johnson	Tara Nickol	Davey Silverman	Adam Ziegler
James N. Frederick	Barry Landau	Joe Nolting	Deja Engel Soder	

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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1	16th and <b>Viewcrest Road</b> to Fieldston and Viewcrest Road, Bellingham	Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	I live on Viewcrest Road. I have witnessed and experienced, both walking and in my car, cars speeding along this road that they either come so close to hitting you or causing an accident to happen. It is a very dangerous road. Also, there are enormous deer along this road, so you have to be so careful to not hit one. Cars speeding along here are a safety concern for people walking, cars driving and deer on the road. There are no sidewalks or even areas to get off the road easily.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump		Talking to a person one to one is best.	Donna Davis
2	<b>Fieldston Rd</b> between Hawthorne and Viewcrest	No place to move off-road, High speed vehicles, Congested traffic area, Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway.	Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway, many speeding vehicles.	Sidewalk, Signage			Bill Wright
3	<b>Fieldston Road</b> where sidewalk ends to Viewcrest	Blind curve, No place to move off-road, High speed vehicles	Difficult to get off the road	Sidewalk			Marylee LeCocq
4	Anywhere on <b>Fieldston</b> . Especially between Willow and Linden.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles	You cannot see pedestrians walking or running.	Sidewalk			Lisja Harper
5	<b>Bayside Rd.:</b> Sidewalk needed from Fairhaven Middle school crosswalk (at Hawthorn and Bayside intersection) to sidewalk that begins further west on Bayside, just after Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection, Overgrown or mature landscape, Many children use this route walking to/from middle school.	This is a fairly short section between the middle school and the sidewalk on Bayside that does not have a sidewalk, but desperately needs one for the safety of students walking to/from school, especially because this is a blind corner and high traffic area, as well.	Sidewalk			Amanda Henkel

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6	<b>Bayside Road:</b> 4th to Hawthorne	Blind curve, High speed vehicles, Bayside Road narrows significantly at Acacia.	People speed around the blind curve heading east from 4th down the swale, and continue too fast as the road narrows and the sidewalk ends at Acacia.	Sidewalk, Speed bump	Need to slow Bayside traffic 4th to Acacia, then provide pedestrian safety Acacia to Hawthorne.	Thanks for asking.	Brien Thane
7	<b>Fieldston</b> , between Lairmont Manor and Viewcrest. Coincidentally, the section that does not have a sidewalk	No place to move off-road, High speed vehicles, Congested traffic area	I am out jogging or walking with my dog nearly every day. I avoid this section of Edgemoor after dark because it experiences the most car traffic and drivers exceeding 25 MPH. Parallel roads (Briar, Bayside) are not quite as heavily used. Sections of the road go from a good amount of shoulder space to nothing at all-some sections have a ditch very close to the street, others have landscaping or rocks.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Speed bump	More shoulder space. I think drivers assume pedestrians have plenty of space; but there are some sections where pedestrians need to use the road. I have seen a LOT of drivers going way too fast for a residential area-I am guessing some sort of speed bump or monitor would help to reduce that.	I very much appreciate the new LED lights. Those brighter lights make a huge difference for pedestrian safety. Thank you very much, and Thank you for addressing these other concerns!!	Nicole Piscopo

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8	<p>Fieldston, Briar, Bayside, all do not have sidewalks in 90 percent of the streets, and encourage speeding, with no speed bumps in place, no MPH signs, blind curves, no place to move off road, and often cars parked on roads so even less area to move away from speeding cars.</p>	<p>Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection</p>	<p>I have had several near miss, cars speeding towards me at night, even with reflective gear on. This is because cars are not going the speed limit, and in addition there are no sidewalks to retreat to for safety.</p>	<p>Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland, I believe we need a multi form approach with new signs, speed bumps, sidewalks on Fieldstone, Briar and Bayside, even if gravel; plus pedestrian flags.</p>	<p>See above Answers. 1. Sidewalks or Gravel Walks. 2. Speed Bumps on Fieldstone, Briar and Bayside. 3. Signage, every 200 feet or so. 4. Pedestrian Flags for the entire area.</p>	<p>Yes, we need to evaluate appropriate use of Clarks Point, the Residents Needs, and possibly reconsider signage and parking in this area to limit the amount of cars, trash they leave, and potential fire hazards of this population using Clark's point. Last week, I was driving the speed limit, 10 mph on the curve, and a red mustang with a young male driver, speed passed me on my left side to on coming traffic and walkers, and put all of us at risk. I suggest restricting park access area to residents and video security cameras. Again, I live up the street, but for residents of Madrona Point, this must be very concerning.</p>	<p>Galie Jean-Louis</p>
9	<p>Along Fieldston Rd. there is no sidewalk for students or pedestrians to walk. There is a ditch on each side of the road from the intersection of Willow north or cars parked at the top of the hill on the side. Since bus transportation is not available by the school district students only have the option of walking or parent transportation which just leads to more traffic on the road when it is at its highest use.</p>	<p>Limited visibility, No place to move off-road, High speed vehicles</p>	<p>Middle School Students as well as pedestrians walking along side of the road do not have a place to walk when going to school. This is a high traffic time on Fieldston due to commuters going to and from work.</p>	<p>Sidewalk</p>	<p>There is no sidewalk along Fieldston Rd but particularly from the cross street of Willow going north until the top of the hill near Lairmont Manor. A sidewalk begins at Lairmont's driveway.</p>		<p>Janet Wisner</p>

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10	Bayside Rd across from the middle school until the sidewalk begins to the west, and Fieldston Rd from the intersection of Hawthorn to Willow Rd	Blind curve, Limited visibility, Congested traffic area, Overgrown or mature landscape, Many people, especially children, walk on these stretches by the middle school and also to Bayside Swimming Club.	When school gets out, cars turning west onto Bayside Rd have to dodge cars parked/lining the sides of Bayside Rd, along with children crossing the street and walking to Bayside cars and homes. On Fieldston Rd, around the vicinity of the entrance to Larchmont Manor, there is a blind curve and steep hill. It is not safe to walk on either side. Children have almost been hit, especially at low light, walking to/from Bayside Swimming club.	Sidewalk	Sidewalks would solve the problem in both areas.		Else Sokol
11	<b>129 Hawthorn</b> by 20mph limited sight !	Blind curve, Limited visibility, High speed vehicles	Blind curve/ speeding	Speed bump	Do something to stop the speeding	No sidewalk, many near misses	Julian Greening
12	Walking along <b>Bayside, Briar and Fieldston</b> - the most dangerous is on Briar north of where it intersects with Middlefield Rd.	Blind curve, Limited visibility, High speed vehicles	Cars that are traveling north on Briar cannot easily see pedestrians and we have no place to escape when a car comes by.	Sidewalk			Diane Sue
13	<b>Fieldston and Willow</b>	Limited visibility, No place to move off-road, Children walking home from Fairhaven middle school without a sidewalk	Middle school aged children walking in groups and are often oblivious to traffic, walking well into the road. They are unable to get off the road due to the fact that the road meets the ditch without a pathway or sidewalk on the section of Fieldston near the intersection with Willow. I've witnessed several near misses while cars swerve into oncoming lanes to avoid kids. The hill on this section of road near the entrance to Lairmont Manor limits the visibility for cars cresting the hill, giving them minimal time to react to kids in the road.	Sidewalk, Gravel path for pedestrian to move off road	The sidewalk on the East side of Fieldston should be extended from Lairmont Manor to Willow.	This is also a main pedestrian route in the summertime for families to access Bayside Pool.	Angie Desler
14	From the top of <b>Fieldston</b> heading south! It is horrific seeing kids walk on that road. It is so dangerous in so many ways	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	It is horrific seeing kids walking to and from school. They sometimes walk on the road instead of the grass. If someone in the city would walk from Fieldston south, and bring a loved one, and will see why it is imminent that a sidewalk be put in soon. I didn't allow my child to walk to school that way as it was so dangerous.	Sidewalk			Austin Papritz

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15	<b>Bayside</b> , approaching Hawthorne	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Dangerous intersection, Overgrown or mature landscape	Many students walk the part of Edgemoor as they come and go from Fairhaven middle school. After witnessing a student get hit by a car on the corner of Hawthorne and bayside, I contacted the city, who then put in the crosswalk. Bayside has no sidewalks in that area and terrible visibility as drivers come around the bend. It's very unsafe.	Sidewalk, Pedestrian crossing light, Signage, Speed limit changed to 15??			Stacey Kendrick
16	<b>Linden and Briar intersection</b> , etc. a lot the intersections have overgrown landscaping	Limited visibility, Overgrown or mature landscape	I have to pull out onto Briar to check if there are any cars coming from the south	Sidewalk, Gravel path for pedestrian to move off road	I think sidewalks are a positive solution -people need to get off the roads --we live in such a beautiful area sometimes walkers forget they are not on a trail -	-thank you	Janet Needler
17	Areas on <b>Bayside Place, Bayside Road, Cowgill</b> . Especially for school students . For speeding and other issues: Parts of Bayside Road, Briar, Fieldston etc. Of course, there are other areas.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	Some areas are similar to park-like lanes with beautiful views, but without street rules for the young and the not so young drivers.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland	More street and/or property lights. Even solar powered yard lights seem better than none...	Bushes can be great for privacy, but can also hide invaders. They seem to work in Beverly Hills, but with lots of security systems. Not funny. Perhaps a "nice" police officer should drive by this area once in awhile at night time. It might help to just know about the possibility of an officer, or neighborhood watch in the area.	Lidia Tillman-McAdoo

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18	All streets	Vehicle driver and pedestrian inattention	Vehicular driver inattention and speed; Pedestrian inattention; wearing of dark clothing without reflectors or lights	education. Reporting by public of driver and pedestrian offenders to police		Cell phone usage has become the single most common distraction causing vehicular/pedestrian accidents. Most vehicular/pedestrian accidents occur on sidewalks or posted/marked crossings. Speed bumps slow or divert emergency vehicles Vehicular speed limits are not enforced. At night, pedestrian dark clothing without reflectors or lights are a major factor in causing vehicular/pedestrian accidents. Failure to dim lights by oncoming traffic is a major factor contributing to V/P accidents/	Bob Gibb
19	Bayside Rd between 4th and Hawthorn	Blind curve, Limited visibility, No place to move off-road, High speed vehicles		Sidewalk, Gravel path for pedestrian to move off road, Signage			Janet Masella
20	<b>Bayside Road</b> and Hawthorne intersection	Blind curve, Congested traffic area, Dangerous intersection		Sidewalk, Gravel path for pedestrian to move off road, Pedestrian crossing light			Sally Parsons

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21	Walk uphill towards Fairhaven Middle School Fieldston Road (uphill from corner of <b>Fieldston and Willow</b> )	No place to move off-road, High speed vehicles	Kids have to walk to school in the street with no sidewalk.	Sidewalk			Susan DeBari
22	Lack of safe walking shoulder or sidewalk along <b>Chuckanut Drive</b> between Willow and 16th/Viewcrest area of neighborhood	Limited visibility, No place to move off-road, High speed vehicles	Vehicles go VERY fast on Chuckanut, and often come over the hill (northbound) quickly. There is very little shoulder and a deep ditch no matter which side. For those of us that live on that end of the neighborhood, 16th Street/ Viewcrest are the only realistic access to our homes. It would appear from maps that, at one point, there was a connecting street (or it was planned), "Cross Street," between Broad and 16th, but that does not go through. Because of this, it is a VERY long way around to walk from our homes to the side walked part of Chuckanut. We live a mile from Fairhaven, but the only realistic route is highly dangerous. My husband I wear fully reflective jackets AND blinking safety lights and have still come very close to being hit. As in, literally had to jump into the ditch to avoid being hit. Even in the daytime, sun in the eyes can cause poor visibility.	Sidewalk, Gravel path for pedestrian to move off road	Please, please provide a sidewalk or significantly widen the shoulder. I don't even let my teenage kids ride their bikes to Fairhaven - it's just too deadly.	There is a sidewalk partly on the southbound side, but it suddenly ends in a bush. It's also covered in water/ice at the bush end. I expect the city could save a lot by just extending that section up to 16th. Anything short of 16th would not provide access to a large portion of residents.	Ola Lessard
23	<b>Fieldston Rd</b> between Hawthorne and Viewcrest	High speed vehicles, No sidewalks & narrow roadway	Pedestrians, including school children walking to and from Fairhaven Middle School , are exposed to vehicle traffic.	Sidewalk, Signage	Existing sidewalk ends at Hawthorne and starts a again at Viewcrest, it needs completion.		Bill Wright
24	<b>Fieldston</b> where there is not sidewalk south to Viewcrest.	Limited visibility, No place to move off-road, High speed vehicles	For the 3 reasons above and is major route for middle schoolers who have to walk as they are too close for bus service.	Sidewalk			Lisa Bottcher-Law

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25 A	<p>1)Fieldston south of Lairmont Manor and north of Viewcrest is narrow and has no crosswalk. There is little room to get off the road in places. Students are walking and riding bikes along here. Bikes wobble on hills.</p> <p>1A)Fieldston and Viewcrest intersection. This curved intersection is difficult to see around the bend to know if anybody is coming. For those headed south on Fieldston and turning left onto Viewcrest, this becomes very dangerous. It should be straightened out or at least all visual barriers (and piles of mulch or bark) must be removed permanently.</p> <p>2)Anywhere along Viewcrest, esp. where hills make it difficult to see pedestrians or for pedestrians to see oncoming cars. There are places where it's not possible to get off the road to avoid being hit.</p> <p>3)Corner of Middlefield and Briar (completely uncontrolled and poor vision).Exceptionally dangerous for drivers on Briar being T boned by oncoming, unaware drivers.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley

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25 B	<p>... continued 4)Corner of Bayside Rd. and Briar where people speed around this weird protrusion into the intersection...dangerous for car on car or for pedestrians</p> <p>5)Hawthorn from Edgemoor down toward Fairhaven M.S. when school has let out and kids walk 6 or 8 in a group. The recent re-design of the street makes it possible to hit a student's arm because the sidewalk is so close to the street, or if they push and shove, something much worse could happen. It was narrow enough before. Why was the road not expanded in recent "improvement" on the north side to allow good clearance?</p> <p>6) the intersection of Hawthorn and Fieldston seems to be banked incorrectly since the re-design. It was a problem before, but worse now. Cars heading north on Fieldston too fast, end up partially into oncoming traffic lane.</p>	<p>Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape</p>		<p>Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage</p>			<p>Elizabeth Paley</p>

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25 C	<p>...continued 7)There are several established deer crossings where there should be signs warning drivers. The worst is on Fieldston just north of Viewcrest. Another is on Viewcrest just east of Clark.</p> <p>8) Corners are particular problems when drivers turn onto streets at a high speed. Example: Corner of Fieldston and the newer segment of Briar that was cut through ten years ago or so. A right turning car from Fieldston will mow down a pedestrian anywhere near the corner. I've nearly been hit by both cars and bicycles at high speed there.</p> <p>9)S. Clarkwood where the road curves to go up the hill. There is no viewing of pedestrians around that corner, and people drive fast to get up speed for the hill.</p> <p>10)nearly all streets with no sidewalks are less than ideal. I walk nearly daily year-round and occasionally at night. This neighborhood is not safe for pedestrians or wildlife, as we have seen many fatalities of young and mature animals.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley
26	The section of Bayside Rd between Hawthorne & Bayside Pl.	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Overgrown or mature landscape	For many youth walking to Fairhaven MS, this is a dangerous stretch of road. The rest of Bayside Rd is wide with sidewalks, but in this location it narrows & curves, with no sidewalks. It is very hard to see people walking on that stretch of road. If sidewalks/pathways are not put in, the speed should be posted at 10 mph.	Sidewalk, Gravel path for pedestrian to move off road, Signage			Tammi Laninga

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27	<b>Fieldston</b> - the entire length	Blind curve, Limited visibility, High speed vehicles	Speeding cars come over the hill just south of Willow and then again around the corner in the 600 block and its bad for both walkers and other cars.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Signage	Perhaps one of the speed signs like on 30th	The intersection at Hawthorne and Fieldston is also a little crazy...	Kate Grinde
28	Intersection of north <b>Briar</b> as it hits the curve of north Bayside Rd	Limited visibility, No place to move off-road, Dangerous intersection, Overgrown or mature landscape, The nature of the curve and landscaping planted by the previous owner of the dead end road at the bottom of Briar. Even though the lavender is a low growing shrub there were laurels also planted there that have been trimmed by the new neighbors but nevertheless the curve itself in the elevation on either side lengths poor visibility for pedestrians and bike riders and cars off and cut this curve and straighten it out when they're driving so they end up on the wrong side of the road with oncoming vehicles.	Please see above	Remove all vegetation on both sides of Bayside Road higher than a foot	I don't know how to slow down traffic there so people stay on their side of the road and don't straighten the curve as they drive		Laura Widman
29	<b>Chuckanut Drive</b> from 21 Street to Willow	High speed vehicles, No sidewalk	This stretch of Chuckanut serves as the principle road connection between the neighborhoods of Chuckanut Village and Briza/southern Edgemoor and the rest of Bellingham. There are many Middle School and High School students that use these roads--and would use them more--to walk and ride to school. Drivers routinely speed in this area.	Sidewalk, Speed gun, Signage			Shannon Wright

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30	The intersection at <b>Fieldston and Willow</b> is dangerous because drivers on Fieldston drive too fast.	High speed vehicles, Dangerous intersection	There is a incline where cars pick up speed just before arriving at this intersection. Children walk up Willow and cross Fieldston to go to the pool in the summer. Every year deer are hit at this intersection, and I'm afraid a child will become a victim as well.	Speed bump, Signage			Davey Silverman
31	1-intersection of Fieldston and Willow, 2-intersection of Hawthorne and Fieldston, 3-512 Fieldston Rd area of Fieldston	Blind curve, Limited visibility, Dangerous intersection	<p>1-Fieldston &amp; Willow because of rise in road south of intersection &amp; increasing speed of drivers coming southbound on Fieldston down the hill &amp; hedges on NW and SE corners, both pedestrians and drivers are at significant risk of collision. Both my husband and myself have had nearly 4 accidents at this intersection with cars coming from Willow &amp; not able to see us coming on Fieldston</p> <p>2-Hawthorne &amp; Fieldston because of the 3 way intersection &amp; cars coming southwest up the hill on Hawthorne (from Fairhaven) &amp; cars at the stop sign on Hawthorne not coming to a complete stop. I've had 2 near misses with car accidents there.</p> <p>3-512 Fieldston Road - limited visibility of cars coming southbound on Fieldston &amp; the cars have been increasing their speed coming down the hill near Lairmont Manor. There is a curve and a rise in the road that both limit visibility. Pedestrians have had to dive into the bushes near my house to get out of the way of speeding cars.</p>	Sidewalk, Gravel path for pedestrian to move off road, Signage, Trimming of hedges / shrubbery; enforcement of stop signs or flashing stop signs with reminder of blind curves / limited visibility			Veronica Douglas

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32	Section of Bayside Rd between Hawthorne & Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, Overgrown or mature landscape	Difficult to see pedestrians walking on the road because it curves. The road is narrow with very little option for either vehicles or pedestrians to move off-road.	Sidewalk, Gravel path for pedestrian to move off road, Signage	I think putting in a three way stop where Bayside Rd "T's" Hawthorne would be helpful. Installing stop signs would slow cars down on both roads. It would also increase the safety of pedestrians using the crosswalk on Hawthorne, which goes to Fairhaven MS just west of where Bayside Rd "T's" into it.		Pat Gillham
33	Intersection of Hawthorne and Broad has a beautiful tree in what seems to be a traffic circle, but nobody acknowledges it as a traffic circle.	Dangerous intersection	Cars often speed through the intersection. Some imagine it is a traffic circle and go around. Others fly directly left without going around it.	Signage	If there were a sign that said "Traffic Circle, proceed slowly around" that might solve the problem. Please don't imagine that the solution is to cut down the tree. It is a stunning tree, and somebody (city?) spent a		Barbara Ryan
34	The intersection of Willow and Fieldston	Limited visibility, High speed vehicles, Dangerous intersection	The west side of the intersection has a big blind spot due to the hedges there. A lot of people speed on Fieldston as well.	Signage			Dani Tamir

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35	Coming up or going down Fieldston next to Lairmont	Limited visibility, No place to move off-road, easy for cars to go too fast downhill		Sidewalk, Gravel path for pedestrian to move off road		middle school students often walk to/from home this way	Fred Rhoades

# Edgemoor Neighborhood Association

ENABoard@EdgemoorNeighborhood.com

March 5, 2021

Kathy Bell, Senior Planner  
City of Bellingham Planning & Community Development  
Via Email: kbell@cob.org

Copy via Email:

Steve Sundin, City of Bellingham Senior Environmental Planner: ssundin@cob.org  
Bellingham Mayor Seth Fleetwood: mayorsoffice@cob.org  
Bellingham City Council: ccmail@cob.org

Re: Jones Edgemoor Subdivision on Viewcrest Road

Dear Kathy,

The *Edgemoor Neighborhood Association* (ENA) Board has reviewed the documents for the 44-lot Jones Edgemoor Subdivision on Viewcrest Road that were presented by AVT Consulting during the required Neighborhood Meeting on February 24, 2021.

Based on our review of these documents, the ENA Board is confident that the proposal presented during the Neighborhood Meeting is likely to have a significant adverse impact on the environment, and we formally request that an environmental impact statement be completed as required under RCW 43.21C.030(2)(c).

The SEPA Environmental Checklist, when submitted by the applicant, must address environmental impacts to a variety of elements, including Earth, Air, Water, Plants, Animals, Energy & Natural Resources, Environmental Health, Land & Shoreline Use, Housing, Aesthetics, Light & Glare, Recreation, Historic & Cultural Preservation, Transportation, Public Services, and Utilities.

- 1) **EARTH**: Regarding the Earth element, the December 31, 2009 *Geologic Feasibility Investigation* prepared by Pacific Surveying & Engineering (PSE) concluded that:
  - a. In summary, geologic hazards at the site exist and include landslide, erosion and seismic hazards.

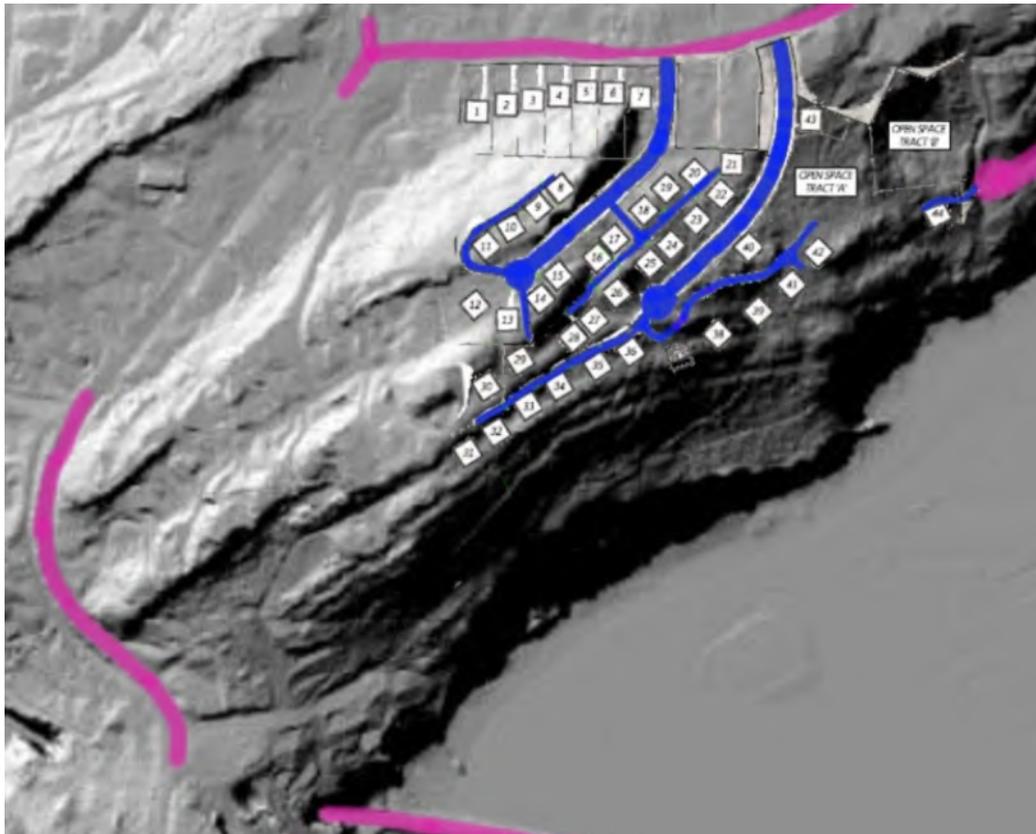
- b. [T]he subject property contains areas with steep topography and development will have to consider site-specific engineering designs and mitigative measures for portions of the property.
- c. Future development of the site could impact the current hydrologic condition... Changes in hydrology can alter the probability, frequency and magnitude of mass wasting (landslide) activity.
- d. Possible evidence of historic mass wasting (landslide) activity was also observed at the eastern portion of the property.
- e. Geotechnical investigations will need to assess erosion, landslide potential, and seismic hazards and subsurface conditions. Future development may potentially impact slope stability and surface erosion.
- f. Field observations suggest that the soils on the project site have a relatively low susceptibility to erosion in an undisturbed state because of dense vegetation, but that alteration of these conditions could significantly increase the erosion potential.
- g. Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes. In addition, the risk of landslides could be impacted by construction near or on steep slopes because of grading disturbance or additional load application from structures such as buildings, road fill embankments, topographic alterations or retaining walls.
- h. Because of the steep slopes and existing groundwater conditions, modifications of groundwater or surface water flow may impact the potential size and frequency of mass wasting [landslide] events. The fine-grained soils found on site are susceptible to soil erosion resulting from the movement of heavy equipment or site grading.

Clearly, based on PSE's geologic study, any development and construction on this site will cause significant environmental impacts to the Earth element. Although an updated study will be included in the Preliminary Plat application, the conditions of the site remain. These Earth element impacts alone would require a Determination of Significance (DS) and an EIS.

- 2) **AIR:** Regarding the Air element, the following LIDAR image with subdivision overlay illustrates the extensive excavation, clearing, and grading that will be required to simply construct the two public roads and multiple non-compliant

private roads and to install utilities. The excavation, clearing and grading to construct 44 homes will also be extensive.

The multi-year construction period will certainly result in significant emissions to the Air element and would require a Determination of Significance and an EIS.



- 3) **WATER**: Regarding the Water element, the proposal will impose significant environmental impacts of Surface Water, Ground Water, and Water Runoff. As noted above, the PSE geologic study found that, “Future development of the site could impact the current hydrologic condition... Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes.”

While the City will require storm water treatment, the City can well attest to the detrimental effects of uncontrolled runoff from human activity, which is known to be a major problem with the Lake Whatcom water supply. Uncontrolled - and uncontrollable - runoff will adversely impact the fragile Chuckanut Bay estuary.

Such significant impacts to the Water element require a Determination of Significance and an EIS.

- 4) **PLANTS**: Regarding the Plants element, this proposal is certain to remove and alter a significant percentage of the 50+ year-old deciduous and evergreen trees and dense vegetation that presently exist. The significant impact to the Plants element contributes to the Determination of Significance and need for an EIS.
- 5) **ANIMALS**: Regarding the Animals element, according to the January 2010 Critical Areas Report, this property has been serving as an extensive wildlife sanctuary for black-tailed deer, eagles, pileated woodpeckers, Douglas squirrels, sharp-skinned hawks, Cooper's hawks, songbirds, woodpeckers, amphibians, and small mammals.

Washington Department of Fish & Wildlife (WDFW) maps the property as Urban Natural Open Space and within 800 feet landward of the shoreline is mapped as Bald Eagle Buffer Management Zone. The Chuckanut Bay tidelands adjacent to this property is mapped with the following Priority Habitats: Eelgrass, Turf Algae, Potential Surf Smelt/Sand Lance Spawning Areas, and Hardshell Intertidal Clam.

The proposals' extensive excavation, clearing and grading and removal of trees and vegetation will cause substantial impacts to the Animal element justifying a Determination of Significance and need for an EIS.

- 6) **NOISE**: Regarding the Noise element, the proposal's impact will be significant. Many residents on S. Clarkwood Road and nearby have complained extensively about the blasting required to build the foundation for just one recently completed home. Compound that by 44 foundations. A Determination of Significance and an EIS are both warranted.
- 7) **TRANSPORTATION**: Regarding the Transportation element, the proposed 44-lot subdivision will exacerbate an already precarious condition for pedestrians, cyclists, pets and wildlife.

On February 15, 2017, 99 Edgemoor residents signed and mailed a letter to Mayor Kelli Linville regarding *Public Safety Concerns for Pedestrians on Edgemoor Roads* asking the City to "escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse."  
([http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Letter\\_2-15-17](http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17))

On April 13, 2017 several dozen Edgemoor residents met with Public Works Director Ted Carlson to develop possible solutions. We shared with Ted a 14-page *Edgemoor Pedestrian Safety survey* with 35 responses, many of which focused on the issues facing pedestrians on Viewcrest Road.  
([http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Q\\_4-5-17](http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17))

Unfortunately, nothing was done to address the safety of pedestrians, cyclists, pets and wildlife on Edgemoor's precariously dangerous roads with limited visibility and no sidewalks.

The significant impacts imposed by the proposed 44-lot subdivision could very well be the last straw, finally causing serious injury - or worse. Absolutely, this impact will be significant. A Determination of Significance and an EIS is clearly warranted.

The Edgemoor Neighborhood Association Board appreciates the opportunity to provide public comment on the Jones Edgemoor Subdivision proposal. Please include this letter in the public record.

Thank you for considering our request to require an environmental impact statement based on the significant impacts this project will impose on multiple elements of the environment.

Sincerely,  
The Edgemoor Neighborhood Association Board  
Curt Thor, Vice President  
Sandie Koplowitz, Secretary  
Bob McCarthy, Treasurer  
Paul Bonde  
Larry Horowitz  
Terry Montonye  
Barbara Ryan  
Paul Scott  
Bill Wright

Attachments:

- February 15, 2017 letter hand delivered to Mayor Linville re: *Public Safety Concerns for Pedestrians on Edgemoor Roads*  
[http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Letter\\_2-15-17](http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17)
- April 5, 2017 Edgemoor Pedestrian Safety Questionnaire Responses hand delivered to Public Works Director Ted Carlson  
[http://bit.ly/Edgemoor\\_Ped\\_Safety\\_Q\\_4-5-17](http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17)

February 15, 2017

Mayor Kelli Linville  
City of Bellingham  
210 Lottie Street  
Bellingham, WA 98225

Re: Public Safety Concerns for Pedestrians on Edgemoor Neighborhood Roads

Dear Mayor Linville,

From time to time, residents of the Edgemoor Neighborhood post comments on the Nextdoor site regarding their concerns about pedestrian safety within the neighborhood. Recently, after nearly being hit by vehicles several times within a week, one neighbor reminded us all about the dangers of walking on roads with limited visibility and no sidewalks.

The July 2012 *Bellingham Pedestrian Master Plan* lists a variety of proposed improvements. Figure 3-8 on page 3-12 maps the proposed improvement for south Bellingham, including Sidewalk Infill on Fieldston, Willow and Linden Roads and Sidewalk Widening on Hawthorne Road.

In the *Community Survey Appendix* of the *Pedestrian Master Plan*, 81 residents from Edgemoor expressed concerns about pedestrian safety, more than any other neighborhood.

Almost five years have passed since the *Pedestrian Master Plan* was completed. The undersigned members of the community ask you to re-consider our safety concerns, for ourselves and especially for our children who walk every weekday to Fairhaven Middle School. We respectfully request that you escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse.

Thank you for considering our request.

Sincerely,

<i>Pam Bartling</i>	<i>Corinne Gimbel-Levine</i>	<i>Dawn Quyle Landau</i>	<i>Mark A. O'Deady</i>	<i>Jake Soder</i>
<i>Ann Boochever</i>	<i>Robin Godbolt</i>	<i>Frances LeCocq</i>	<i>Janice O'Rourke</i>	<i>Else Sokol</i>
<i>Cassandra Carr</i>	<i>Judie Greene</i>	<i>Irwin LeCocq</i>	<i>Christine Pacheco</i>	<i>Ann Swarens</i>
<i>Magnus Collander</i>	<i>Felix Greening</i>	<i>Ola Lessard</i>	<i>Elizabeth Paley</i>	<i>Lidia Tillman-McAdoo</i>
<i>Becky Connor</i>	<i>Jude Greening</i>	<i>Rob Lessard</i>	<i>Sally Parsons</i>	<i>Ann Marie Verneuil</i>
<i>Mandy Cox</i>	<i>Julian Greening</i>	<i>Fran Maas</i>	<i>Cecile Pickford</i>	<i>Elizabeth Wadsworth</i>
<i>Donna Davis</i>	<i>Michelle Greening</i>	<i>Maryalice Macdonald</i>	<i>Nicole Piscopo</i>	<i>Charlotte Waller</i>
<i>Victor DeMarino</i>	<i>Lisja Harper</i>	<i>Vincent Matteucci, MD</i>	<i>Ronald Quinn</i>	<i>Scott Ward</i>
<i>Ellane Dean</i>	<i>Paul Harper</i>	<i>Bruce McLeod</i>	<i>Fred Rhoades</i>	<i>Peggy Watt</i>
<i>Susan DeBari</i>	<i>Luella Heese</i>	<i>Holly McLeod</i>	<i>Gloria Rhoades</i>	<i>Andrew Widman</i>
<i>Angela Desler</i>	<i>Amanda Henkel</i>	<i>Rachel Medler</i>	<i>Eva Schile</i>	<i>Claire Widman</i>
<i>Jim Douglas</i>	<i>Bill Henkel</i>	<i>Donna Merlina</i>	<i>Jen Schile</i>	<i>Laura Widman</i>
<i>Veronica Douglas</i>	<i>David Hooper</i>	<i>Meg Metzger</i>	<i>Valerie Schile</i>	<i>Steve Widman</i>
<i>Barbara Ellis-Quinn</i>	<i>Larry Horowitz</i>	<i>Sarah Milligan</i>	<i>Vincent Schile</i>	<i>Janet Wisner</i>
<i>Kim Erickson</i>	<i>Patti Inhof</i>	<i>Phillip Morgan</i>	<i>Bunny Schneider</i>	<i>Steven Wisner</i>
<i>Kristen Fagan</i>	<i>Chris Jacobs</i>	<i>Sara Mostad</i>	<i>David Schneider</i>	<i>Greg Wolgamot</i>
<i>Greg R. Ford</i>	<i>Galie Jean-Louis</i>	<i>Steve Nakano</i>	<i>Anthony Schols</i>	<i>Bill Wright</i>
<i>Deborah Ann Frederick</i>	<i>Brad Johnson</i>	<i>Jim Nickol</i>	<i>Susanne Sherburne</i>	<i>Cinda Zemel</i>
<i>Gale Frederick</i>	<i>Lylene Johnson</i>	<i>Tara Nickol</i>	<i>Davey Silverman</i>	<i>Adam Ziegler</i>
<i>James N. Frederick</i>	<i>Barry Landau</i>	<i>Joe Nolting</i>	<i>Deja Engel Soder</i>	

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

#	1. Please describe dangerous location	2. Why is this location dangerous?	3. Please describe why this location is dangerous	4. How could situation be made safe?	5. Addl detail for improving the safety	6. Other info city should be aware of?	Name
1	16th and <b>Viewcrest Road</b> to Fieldston and Viewcrest Road, Bellingham	Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	I live on Viewcrest Road. I have witnessed and experienced, both walking and in my car, cars speeding along this road that they either come so close to hitting you or causing an accident to happen. It is a very dangerous road. Also, there are enormous deer along this road, so you have to be so careful to not hit one. Cars speeding along here are a safety concern for people walking, cars driving and deer on the road. There are no sidewalks or even areas to get off the road easily.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump		Talking to a person one to one is best.	Donna Davis
2	<b>Fieldston Rd</b> between Hawthorne and Viewcrest	No place to move off-road, High speed vehicles, Congested traffic area, Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway.	Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway, many speeding vehicles.	Sidewalk, Signage			Bill Wright
3	<b>Fieldston Road</b> where sidewalk ends to Viewcrest	Blind curve, No place to move off-road, High speed vehicles	Difficult to get off the road	Sidewalk			Marylee LeCocq
4	Anywhere on <b>Fieldston</b> . Especially between Willow and Linden.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles	You cannot see pedestrians walking or running.	Sidewalk			Lisja Harper
5	<b>Bayside Rd.:</b> Sidewalk needed from Fairhaven Middle school crosswalk (at Hawthorn and Bayside intersection) to sidewalk that begins further west on Bayside, just after Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection, Overgrown or mature landscape, Many children use this route walking to/from middle school.	This is a fairly short section between the middle school and the sidewalk on Bayside that does not have a sidewalk, but desperately needs one for the safety of students walking to/from school, especially because this is a blind corner and high traffic area, as well.	Sidewalk			Amanda Henkel

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6	<b>Bayside Road:</b> 4th to Hawthorne	Blind curve, High speed vehicles, Bayside Road narrows significantly at Acacia.	People speed around the blind curve heading east from 4th down the swale, and continue too fast as the road narrows and the sidewalk ends at Acacia.	Sidewalk, Speed bump	Need to slow Bayside traffic 4th to Acacia, then provide pedestrian safety Acacia to Hawthorne.	Thanks for asking.	Brien Thane
7	<b>Fieldston</b> , between Lairmont Manor and Viewcrest. Coincidentally, the section that does not have a sidewalk	No place to move off-road, High speed vehicles, Congested traffic area	I am out jogging or walking with my dog nearly every day. I avoid this section of Edgemoor after dark because it experiences the most car traffic and drivers exceeding 25 MPH. Parallel roads (Briar, Bayside) are not quite as heavily used. Sections of the road go from a good amount of shoulder space to nothing at all-some sections have a ditch very close to the street, others have landscaping or rocks.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Speed bump	More shoulder space. I think drivers assume pedestrians have plenty of space; but there are some sections where pedestrians need to use the road. I have seen a LOT of drivers going way too fast for a residential area-I am guessing some sort of speed bump or monitor would help to reduce that.	I very much appreciate the new LED lights. Those brighter lights make a huge difference for pedestrian safety. Thank you very much, and Thank you for addressing these other concerns!!	Nicole Piscopo

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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8	<p><b>Fieldston, Briar, Bayside</b>, all do not have sidewalks in 90 percent of the streets, and encourage speeding, with no speed bumps in place, no MPH signs, blind curves, no place to move off road, and often cars parked on roads so even less area to move away from speeding cars.</p>	<p>Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection</p>	<p>I have had several near miss, cars speeding towards me at night, even with reflective gear on. This is because cars are not going the speed limit, and in addition there are no sidewalks to retreat to for safety.</p>	<p>Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland, I believe we need a multi form approach with new signs, speed bumps, sidewalks on Fieldstone, Briar and Bayside, even if gravel; plus pedestrian flags.</p>	<p>See above Answers. 1. Sidewalks or Gravel Walks. 2. Speed Bumps on Fieldstone, Briar and Bayside. 3. Signage, every 200 feet or so. 4. Pedestrian Flags for the entire area.</p>	<p>Yes, we need to evaluate appropriate use of Clarks Point, the Residents Needs, and possibly reconsider signage and parking in this area to limit the amount of cars, trash they leave, and potential fire hazards of this population using Clark's point. Last week, I was driving the speed limit, 10 mph on the curve, and a red mustang with a young male driver, speed passed me on my left side to on coming traffic and walkers, and put all of us at risk. I suggest restricting park access area to residents and video security cameras. Again, I live up the street, but for residents of Madrona Point, this must be very concerning.</p>	<p>Galie Jean-Louis</p>
9	<p>Along Fieldston Rd. there is no sidewalk for students or pedestrians to walk. There is a ditch on each side of the road from the intersection of Willow north or cars parked at the top of the hill on the side. Since bus transportation is not available by the school district students only have the option of walking or parent transportation which just leads to more traffic on the road when it is at its highest use.</p>	<p>Limited visibility, No place to move off-road, High speed vehicles</p>	<p>Middle School Students as well as pedestrians walking along side of the road do not have a place to walk when going to school. This is a high traffic time on Fieldston due to commuters going to and from work.</p>	<p>Sidewalk</p>	<p>There is no sidewalk along Fieldston Rd but particularly from the cross street of Willow going north until the top of the hill near Lairmont Manor. A sidewalk begins at Lairmont's driveway.</p>		<p>Janet Wisner</p>

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10	Bayside Rd across from the middle school until the sidewalk begins to the west, and Fieldston Rd from the intersection of Hawthorn to Willow Rd	Blind curve, Limited visibility, Congested traffic area, Overgrown or mature landscape, Many people, especially children, walk on these stretches by the middle school and also to Bayside Swimming Club.	When school gets out, cars turning west onto Bayside Rd have to dodge cars parked/lining the sides of Bayside Rd, along with children crossing the street and walking to Bayside cars and homes. On Fieldston Rd, around the vicinity of the entrance to Larchmont Manor, there is a blind curve and steep hill. It is not safe to walk on either side. Children have almost been hit, especially at low light, walking to/from Bayside Swimming club.	Sidewalk	Sidewalks would solve the problem in both areas.		Else Sokol
11	<b>129 Hawthorn</b> by 20mph limited sight !	Blind curve, Limited visibility, High speed vehicles	Blind curve/ speeding	Speed bump	Do something to stop the speeding	No sidewalk, many near misses	Julian Greening
12	Walking along <b>Bayside, Briar and Fieldston</b> - the most dangerous is on Briar north of where it intersects with Middlefield Rd.	Blind curve, Limited visibility, High speed vehicles	Cars that are traveling north on Briar cannot easily see pedestrians and we have no place to escape when a car comes by.	Sidewalk			Diane Sue
13	<b>Fieldston and Willow</b>	Limited visibility, No place to move off-road, Children walking home from Fairhaven middle school without a sidewalk	Middle school aged children walking in groups and are often oblivious to traffic, walking well into the road. They are unable to get off the road due to the fact that the road meets the ditch without a pathway or sidewalk on the section of Fieldston near the intersection with Willow. I've witnessed several near misses while cars swerve into oncoming lanes to avoid kids. The hill on this section of road near the entrance to Lairmont Manor limits the visibility for cars cresting the hill, giving them minimal time to react to kids in the road.	Sidewalk, Gravel path for pedestrian to move off road	The sidewalk on the East side of Fieldston should be extended from Lairmont Manor to Willow.	This is also a main pedestrian route in the summertime for families to access Bayside Pool.	Angie Desler
14	From the top of <b>Fieldston</b> heading south! It is horrific seeing kids walk on that road. It is so dangerous in so many ways	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	It is horrific seeing kids walking to and from school. They sometimes walk on the road instead of the grass. If someone in the city would walk from Fieldston south, and bring a loved one, and will see why it is imminent that a sidewalk be put in soon. I didn't allow my child to walk to school that way as it was so dangerous.	Sidewalk			Austin Papritz

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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15	<b>Bayside</b> , approaching Hawthorne	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Dangerous intersection, Overgrown or mature landscape	Many students walk the part of Edgemoor as they come and go from Fairhaven middle school. After witnessing a student get hit by a car on the corner of Hawthorne and bayside, I contacted the city, who then put in the crosswalk. Bayside has no sidewalks in that area and terrible visibility as drivers come around the bend. It's very unsafe.	Sidewalk, Pedestrian crossing light, Signage, Speed limit changed to 15??			Stacey Kendrick
16	<b>Linden and Briar intersection</b> , etc. a lot the intersections have overgrown landscaping	Limited visibility, Overgrown or mature landscape	I have to pull out onto Briar to check if there are any cars coming from the south	Sidewalk, Gravel path for pedestrian to move off road	I think sidewalks are a positive solution -people need to get off the roads --we live in such a beautiful area sometimes walkers forget they are not on a trail -	-thank you	Janet Needler
17	Areas on <b>Bayside Place, Bayside Road, Cowgill</b> . Especially for school students . For speeding and other issues: Parts of Bayside Road, Briar, Fieldston etc. Of course, there are other areas.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	Some areas are similar to park-like lanes with beautiful views, but without street rules for the young and the not so young drivers.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland	More street and/or property lights. Even solar powered yard lights seem better than none...	Bushes can be great for privacy, but can also hide invaders. They seem to work in Beverly Hills, but with lots of security systems. Not funny. Perhaps a "nice" police officer should drive by this area once in awhile at night time. It might help to just know about the possibility of an officer, or neighborhood watch in the area.	Lidia Tillman-McAdoo

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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18	All streets	Vehicle driver and pedestrian inattention	Vehicular driver inattention and speed; Pedestrian inattention; wearing of dark clothing without reflectors or lights	education. Reporting by public of driver and pedestrian offenders to police		Cell phone usage has become the single most common distraction causing vehicular/pedestrian accidents. Most vehicular/pedestrian accidents occur on sidewalks or posted/marked crossings. Speed bumps slow or divert emergency vehicles Vehicular speed limits are not enforced. At night, pedestrian dark clothing without reflectors or lights are a major factor in causing vehicular/pedestrian accidents. Failure to dim lights by oncoming traffic is a major factor contributing to V/P accidents/	Bob Gibb
19	Bayside Rd between 4th and Hawthorn	Blind curve, Limited visibility, No place to move off-road, High speed vehicles		Sidewalk, Gravel path for pedestrian to move off road, Signage			Janet Masella
20	<b>Bayside Road</b> and Hawthorne intersection	Blind curve, Congested traffic area, Dangerous intersection		Sidewalk, Gravel path for pedestrian to move off road, Pedestrian crossing light			Sally Parsons

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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21	Walk uphill towards Fairhaven Middle School Fieldston Road (uphill from corner of <b>Fieldston and Willow</b> )	No place to move off-road, High speed vehicles	Kids have to walk to school in the street with no sidewalk.	Sidewalk			Susan DeBari
22	Lack of safe walking shoulder or sidewalk along <b>Chuckanut Drive</b> between Willow and 16th/Viewcrest area of neighborhood	Limited visibility, No place to move off-road, High speed vehicles	Vehicles go VERY fast on Chuckanut, and often come over the hill (northbound) quickly. There is very little shoulder and a deep ditch no matter which side. For those of us that live on that end of the neighborhood, 16th Street/ Viewcrest are the only realistic access to our homes. It would appear from maps that, at one point, there was a connecting street (or it was planned), "Cross Street," between Broad and 16th, but that does not go through. Because of this, it is a VERY long way around to walk from our homes to the side walked part of Chuckanut. We live a mile from Fairhaven, but the only realistic route is highly dangerous. My husband I wear fully reflective jackets AND blinking safety lights and have still come very close to being hit. As in, literally had to jump into the ditch to avoid being hit. Even in the daytime, sun in the eyes can cause poor visibility.	Sidewalk, Gravel path for pedestrian to move off road	Please, please provide a sidewalk or significantly widen the shoulder. I don't even let my teenage kids ride their bikes to Fairhaven - it's just too deadly.	There is a sidewalk partly on the southbound side, but it suddenly ends in a bush. It's also covered in water/ice at the bush end. I expect the city could save a lot by just extending that section up to 16th. Anything short of 16th would not provide access to a large portion of residents.	Ola Lessard
23	<b>Fieldston Rd</b> between Hawthorne and Viewcrest	High speed vehicles, No sidewalks & narrow roadway	Pedestrians, including school children walking to and from Fairhaven Middle School , are exposed to vehicle traffic.	Sidewalk, Signage	Existing sidewalk ends at Hawthorne and starts a again at Viewcrest, it needs completion.		Bill Wright
24	<b>Fieldston</b> where there is not sidewalk south to Viewcrest.	Limited visibility, No place to move off-road, High speed vehicles	For the 3 reasons above and is major route for middle schoolers who have to walk as they are too close for bus service.	Sidewalk			Lisa Bottcher-Law

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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25 A	<p>1)Fieldston south of Lairmont Manor and north of Viewcrest is narrow and has no crosswalk. There is little room to get off the road in places. Students are walking and riding bikes along here. Bikes wobble on hills.</p> <p>1A)Fieldston and Viewcrest intersection. This curved intersection is difficult to see around the bend to know if anybody is coming. For those headed south on Fieldston and turning left onto Viewcrest, this becomes very dangerous. It should be straightened out or at least all visual barriers (and piles of mulch or bark) must be removed permanently.</p> <p>2)Anywhere along Viewcrest, esp. where hills make it difficult to see pedestrians or for pedestrians to see oncoming cars. There are places where it's not possible to get off the road to avoid being hit.</p> <p>3)Corner of Middlefield and Briar (completely uncontrolled and poor vision).Exceptionally dangerous for drivers on Briar being T boned by oncoming, unaware drivers.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley

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25 B	<p>... continued 4)Corner of Bayside Rd. and Briar where people speed around this weird protrusion into the intersection...dangerous for car on car or for pedestrians</p> <p>5)Hawthorn from Edgemoor down toward Fairhaven M.S. when school has let out and kids walk 6 or 8 in a group. The recent re-design of the street makes it possible to hit a student's arm because the sidewalk is so close to the street, or if they push and shove, something much worse could happen. It was narrow enough before. Why was the road not expanded in recent "improvement" on the north side to allow good clearance?</p> <p>6) the intersection of Hawthorn and Fieldston seems to be banked incorrectly since the re-design. It was a problem before, but worse now. Cars heading north on Fieldston too fast, end up partially into oncoming traffic lane.</p>	<p>Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape</p>		<p>Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage</p>			<p>Elizabeth Paley</p>

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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25 C	<p>...continued 7)There are several established deer crossings where there should be signs warning drivers. The worst is on Fieldston just north of Viewcrest. Another is on Viewcrest just east of Clark.</p> <p>8) Corners are particular problems when drivers turn onto streets at a high speed. Example: Corner of Fieldston and the newer segment of Briar that was cut through ten years ago or so. A right turning car from Fieldston will mow down a pedestrian anywhere near the corner. I've nearly been hit by both cars and bicycles at high speed there.</p> <p>9)S. Clarkwood where the road curves to go up the hill. There is no viewing of pedestrians around that corner, and people drive fast to get up speed for the hill.</p> <p>10)nearly all streets with no sidewalks are less than ideal. I walk nearly daily year-round and occasionally at night. This neighborhood is not safe for pedestrians or wildlife, as we have seen many fatalities of young and mature animals.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley
26	The section of Bayside Rd between Hawthorne & Bayside Pl.	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Overgrown or mature landscape	For many youth walking to Fairhaven MS, this is a dangerous stretch of road. The rest of Bayside Rd is wide with sidewalks, but in this location it narrows & curves, with no sidewalks. It is very hard to see people walking on that stretch of road. If sidewalks/pathways are not put in, the speed should be posted at 10 mph.	Sidewalk, Gravel path for pedestrian to move off road, Signage			Tammi Laninga

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27	<b>Fieldston</b> - the entire length	Blind curve, Limited visibility, High speed vehicles	Speeding cars come over the hill just south of Willow and then again around the corner in the 600 block and its bad for both walkers and other cars.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Signage	Perhaps one of the speed signs like on 30th	The intersection at Hawthorne and Fieldston is also a little crazy...	Kate Grinde
28	Intersection of north <b>Briar</b> as it hits the curve of north Bayside Rd	Limited visibility, No place to move off-road, Dangerous intersection, Overgrown or mature landscape, The nature of the curve and landscaping planted by the previous owner of the dead end road at the bottom of Briar. Even though the lavender is a low growing shrub there were laurels also planted there that have been trimmed by the new neighbors but nevertheless the curve itself in the elevation on either side lengths poor visibility for pedestrians and bike riders and cars off and cut this curve and straighten it out when they're driving so they end up on the wrong side of the road with oncoming vehicles.	Please see above	Remove all vegetation on both sides of Bayside Road higher than a foot	I don't know how to slow down traffic there so people stay on their side of the road and don't straighten the curve as they drive		Laura Widman
29	<b>Chuckanut Drive</b> from 21 Street to Willow	High speed vehicles, No sidewalk	This stretch of Chuckanut serves as the principle road connection between the neighborhoods of Chuckanut Village and Briza/southern Edgemoor and the rest of Bellingham. There are many Middle School and High School students that use these roads--and would use them more--to walk and ride to school. Drivers routinely speed in this area.	Sidewalk, Speed gun, Signage			Shannon Wright

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30	The intersection at <b>Fieldston and Willow</b> is dangerous because drivers on Fieldston drive too fast.	High speed vehicles, Dangerous intersection	There is a incline where cars pick up speed just before arriving at this intersection. Children walk up Willow and cross Fieldston to go to the pool in the summer. Every year deer are hit at this intersection, and I'm afraid a child will become a victim as well.	Speed bump, Signage			Davey Silverman
31	1-intersection of Fieldston and Willow, 2-intersection of Hawthorne and Fieldston, 3-512 Fieldston Rd area of Fieldston	Blind curve, Limited visibility, Dangerous intersection	<p>1-Fieldston &amp; Willow because of rise in road south of intersection &amp; increasing speed of drivers coming southbound on Fieldston down the hill &amp; hedges on NW and SE corners, both pedestrians and drivers are at significant risk of collision. Both my husband and myself have had nearly 4 accidents at this intersection with cars coming from Willow &amp; not able to see us coming on Fieldston</p> <p>2-Hawthorne &amp; Fieldston because of the 3 way intersection &amp; cars coming southwest up the hill on Hawthorne (from Fairhaven) &amp; cars at the stop sign on Hawthorne not coming to a complete stop. I've had 2 near misses with car accidents there.</p> <p>3-512 Fieldston Road - limited visibility of cars coming southbound on Fieldston &amp; the cars have been increasing their speed coming down the hill near Lairmont Manor. There is a curve and a rise in the road that both limit visibility. Pedestrians have had to dive into the bushes near my house to get out of the way of speeding cars.</p>	Sidewalk, Gravel path for pedestrian to move off road, Signage, Trimming of hedges / shrubbery; enforcement of stop signs or flashing stop signs with reminder of blind curves / limited visibility			Veronica Douglas

**Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017**

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32	Section of Bayside Rd between Hawthorne & Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, Overgrown or mature landscape	Difficult to see pedestrians walking on the road because it curves. The road is narrow with very little option for either vehicles or pedestrians to move off-road.	Sidewalk, Gravel path for pedestrian to move off road, Signage	I think putting in a three way stop where Bayside Rd "T's" Hawthorne would be helpful. Installing stop signs would slow cars down on both roads. It would also increase the safety of pedestrians using the crosswalk on Hawthorne, which goes to Fairhaven MS just west of where Bayside Rd "T's" into it.		Pat Gillham
33	Intersection of Hawthorne and Broad has a beautiful tree in what seems to be a traffic circle, but nobody acknowledges it as a traffic circle.	Dangerous intersection	Cars often speed through the intersection. Some imagine it is a traffic circle and go around. Others fly directly left without going around it.	Signage	If there were a sign that said "Traffic Circle, proceed slowly around" that might solve the problem. Please don't imagine that the solution is to cut down the tree. It is a stunning tree, and somebody (city?) spent a		Barbara Ryan
34	The intersection of Willow and Fieldston	Limited visibility, High speed vehicles, Dangerous intersection	The west side of the intersection has a big blind spot due to the hedges there. A lot of people speed on Fieldston as well.	Signage			Dani Tamir

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35	Coming up or going down Fieldston next to Lairmont	Limited visibility, No place to move off-road, easy for cars to go too fast downhill		Sidewalk, Gravel path for pedestrian to move off road		middle school students often walk to/from home this way	Fred Rhoades

Proposed Development of the Jones Property in Edgemoor

David Varner <david0varner@gmail.com>

Tue 3/9/2021 1:39 PM

To:

- Bell, Kathy M. <kbell@cob.org>;
- Sundin, Steven C. <ssundin@cob.org>;
- ENABoard@edgemoorneighborhood.com <ENABoard@edgemoorneighborhood.com>;
- Marjorie Varner <marjorie.varner@gmail.com>

March 9, 2021

Ms. Kathy Bell

Senior Planner, City of Bellingham

Mr. Steve Sunding

Senior Environmental Planner, City of Bellingham

CC: Edgemoor Neighborhood Association

Re: Jones Property Development in Edgemoor

Dear Kathy and Steve,

My wife and I reside on Clark Road just a few houses north of the edge of the proposed development by the Jones Family on Viewcrest Road in Edgemoor. Having recently moved to Bellingham, we are amazed at the prevalence of high winds blowing from the south/southwest. It's not a terrible surprise nor a disappointment to us (we love it here!) but it does make us wonder how the large swaths of tree removal necessary to implement the Jones' development plan might affect the leeward side of the property's high ridge along Viewcrest. With over 300 ft of ground level rise from the water line plus the height of the mature trees up to and including the high ground, that's seems like a significant wind break for a large portion of the neighborhood – both houses and trees – in our home and others in its vicinity.

In summary, we have concerns for the degree of tree removal in the Jones Development Plan and would like to see the recommendation for an EIS include an assessment of impacts to not only the property proposed to be developed but also the surrounding neighborhood with regards to wind. Windthrow and windsnap are already a common occurrence in our neighborhood during major storms and it would be a great concern if the damage might be increased through alteration of a significant natural condition like the Jones' property's topographic and forest features.

Sincerely,



David J. Varner, FAIA

654 Clark Road

Bellingham, 98225

Bellingham 03.17.2021

Kathy Bell, Senior Planner  
City Planning & Community Development  
Via email: [kbell@cob.com](mailto:kbell@cob.com)

CC:

Steve Sundin, City of Bellingham Senior Environmental Planner: [ssundin@cob.org](mailto:ssundin@cob.org)  
Bellingham City Mayor Seth Fleetwood: [mayorsoffice@cob.org](mailto:mayorsoffice@cob.org)  
Bellingham City Council: [ccmail@cob.org](mailto:ccmail@cob.org)

Dear Kathy,

After receiving and reviewing documentation on the 44-Lot Johns Edgemoore Subdivision, hearing from many concerned citizens in our community, and communicating with our neighbor Edgemoore Neighborhood Association, the South Neighborhood Association (SNA) would like to address several issues connected to the project.

The SNA believes that significant adverse environmental impacts will occur due to the project, which might change our current quality of living in our area. Therefore, we would like to propose a specific Environmental Impact Statement to be done by a specialist, and submitted to the surrounded neighborhoods community. We also suggest that a detailed study on possible traffic congestion on 12 Street bridge (already fragile from previous projects), and any other issues connected to the safety of our community members using sidewalks, trails and/or other recreational areas. Thank you in advance for your cooperation.

Sincerely,

The SNA Board:  
Monika Cassidy  
Irena Lambrou  
Christopher Grannis

Residents of SNA:

John Goodman, Theresa Hamilton, Kathleen MCquaide, Bob Dillman, Kristi Tyran,  
Beth Zacher, Doug Deet, Candace Carlson.

Jones Long 4 parcel proposed development

Wayne Gerner <gernerwa@yahoo.com>

Sun 4/11/2021 7:45 PM

To:

- Bell, Kathy M. <kbell@cob.org>;
- Sundin, Steven C. <ssundin@cob.org>

Cc:

- Laura Mackenzie <lmackenzie31@gmail.com>

Kathy Bell, City of Bellingham Senior Planner: [kbell@cob.org](mailto:kbell@cob.org)

Steve Sundin, City of Bellingham Senior Environmental Planner: [ssundin@cob.org](mailto:ssundin@cob.org)

Planning and Community Development Department

210 Lottie Street

Bellingham, WA 98225

RE: Comments on the Jones Long 44 parcel proposed development

Dear Kathy and Steve,

As longtime residents of Chuckanut Village, we wanted to share a few comments about the Jones Long 44 parcel proposed development. Specifically, my wife and I look out across Chuckanut Bay at this cliffside area every day from our property. Beach walks along this shoreline and amongst the fallen boulders of this area are a regular habit at low tide for our family. It sickens us to think that this beautiful, unspoiled area of Chuckanut Bay could be altered with a housing development. Here are just a few of our concerns about what we perceive as significant impacts.

This is a geologically unstable hillside of sandstone rock with underground springs "weeping" off the cliffs to the bay. Topographically, it is extremely steep. To develop such an area would undoubtedly require logging of a sensitive, shallow rooted forest habitat that would weaken any remaining forest/undergrowth, open it up to harsher erosion, landslide potential, weathering and wind effects on the hillside and adjacent Viewcrest, Sea Pines, Edgemoor and Chuckanut Village neighborhoods. It would add more sediment to a bay that's filling up and overstressed already. More importantly, this would reduce or eliminate habitat for the well documented wildlife and marine life of Chuckanut Bay.

Construction work could lead to leaching effects that would change groundwater chemistry flowing downhill to the bay and in turn would change the water quality of the bay, affecting the marine life biodiversity for the worse. It would be worth considering the ph chemistry of seawater and how any leaching, run-off, erosion from sandstone could possibly alter it to one of a more acidic nature. Say goodbye to the oyster beds that have been reintroduced, any future salmon runs, plankton for filter feeders, etc., and so on down the chain.

We are deeply concerned about storm water management, the how, what, where, when and why. We do not trust that they will come up with a system to "treat and clean" the water before it's released into the bay. We do not trust it will be responsibly monitored and maintained. Our distrust stems from the example of the city's response years ago to storm water run-off coming from Arbutus Place. A pipe comes down from this street and out of the cliff side, draining to the bay. No filter. The effect of this killed off the eel grass in this part of the bay and associated marine life.

We are deeply concerned about how the sewage lines will be provided and managed without hooking into an already overloaded system on either Sea Pines Road or Viewcrest Road.

All the work done so far to protect Chuckanut Bay, the estuary and Chuckanut Creek would be seriously compromised and undone. We urgently request that a comprehensive environmental impact study (EIS) be completed and presented to all involved and concerned. Ultimately, the best mitigation would be no development and to leave the area natural and unspoiled by humans.

Sincerely,

Wayne Gerner & Laura Mackenzie

3615 18<sup>th</sup> Street

Bellingham, WA 98229

[gernerwa@yahoo.com](mailto:gernerwa@yahoo.com)

[lmackenzie31@gmail.com](mailto:lmackenzie31@gmail.com)

Viewcrest development concerns

m d <markatGBC@msn.com>

Mon 5/3/2021 1:53 PM

To:

- Bell, Kathy M. <kbell@cob.org>

Cc:

- Jack@avtplanning.com <Jack@avtplanning.com>

Hello Kelly and Jack

I represent the Woodlands neighborhood and I am expressing some concerns from the membership in our neighborhood. Please see letter attached. On a personal note I am a developer myself so I can sympathize with the burden developers face in applying to do ...well.. anything really. That said, the traffic impact to our neighborhood and additional wear and tear on our private road paid for by the association could prove to be a major headache for us unless the City and developer can address these concerns in an adequate fashion. I am of course hopeful this will be the case and look forward to hearing the proposed solution from the City and the Developer.

Best regards: Mark Douglas

President Woodlands HoA

May 1, 2021

kbell@cob.org  
Jack@avtplanning.com

**To: City of Bellingham Planning & Community Development Department and AVT Planning**

**From: Woodlands Homeowners Association**

**Subject: Comment on Proposed Jones Long Subdivision (Project Number PRE2021-0016)**

This communication is being sent in order to provide feedback on the proposed Jones Long Subdivision that would be developed at 352 Viewcrest Rd. The comments are being made on behalf of the Woodlands Homeowners Association and are specifically limited to potential traffic flows.

There is a narrow, private road owned by the Woodlands that connects Viewcrest Rd to Broad St. The road is intended for use by residents and guests only, and while there is signage at both ends to clarify this point, it does get used by others as a through-route currently. As such, the concern is that traffic on this narrow, privately-owned road will increase dramatically due to the additional residents envisioned for the Jones subdivision.

Are there mitigation plans that the City might offer in order to avoid the traffic issue on the private portion of the road?

Thank you for your attention to these concerns.

Sincerely:   
\_\_\_\_\_  
Mark Douglas, Board President  
Woodlands Homeowners Association

Jones Subdivision question about Fairhaven Middle School Intersection

Elizabeth Paley <ezpaley@gmail.com>

Mon 5/10/2021 10:37 AM

To:

- Bell, Kathy M. <kbell@cob.org>

Ms. Bell,

I realize the application is not yet submitted, and yet we are wanting to be ahead of the curve in many ways.

We own and have lived for 22+ years on property that abuts Viewcrest Rd (right. between the two planned entries to the subdivision). We are quite concerned about the traffic those roads will place on our area in particular, but we are also wondering about bottlenecks from Fairhaven Middle School north and east, as well.

In the past, I had seen that the intersection at FMS was rated F. Could you tell me if that is still the case, and if not, what the present rating is? Are there any plans in the works by the city to mitigate the congestion already at that intersection?

In reply to a question in Feb., Ali Taysi had told me that the FMS bridge has 5,000 trips/day. Would you be able to tell me whether that is accurate and whether "a day" is measured in 12 hours or 24? We would like to compare the additional 64.8 trips/hr on Viewcrest to those numbers but have neither a daily figure for Viewcrest nor an hourly for the bridge. When those were recently requested from AVT, they said they were unable to supply that information.

If you have any idea when we property owners here might be notified of an application, we would love to have a timeframe, as we are just non-stop nervous (which isn't good for our already compromised health).

Thank you for your time and expertise,

Elizabeth Paley

357 Viewcrest Rd., B'ham