

Public Comment

1) Drainage and stormwater runoff

The CityView site has been designed in accordance with BMC 20.38.050(B)(11), stating that “existing drainage courses of significance, topography, significant treed areas and other natural features should be saved, preserved and enhanced to the greatest extent possible consistent with reasonable and appropriate use of the subject site”. More than 50% of the site (5.42 acres) will remain in its natural vegetated state. All hazardous slope areas on the eastern site boundary and wetlands will be undisturbed. The existing course of drainage from Puget St. to wetland B will be preserved.

See updated Site Plan, Civil Engineering Plan, Preliminary Stormwater Plan and Critical Areas Report.

Per RFI Action Items #4 and #5, the project geologist and engineer have provided specific BMP's for both the clearing and grading of the site as well as surface and groundwater runoff during and after construction. See RFI Response: Action Items #4 and #5.

Also included is a response from Cascade Engineering Group regarding some specific areas of comment. See Exhibit 'A'.

Also included is a response from Miller Environmental Services, LLC regarding some specific areas of comment. See Exhibit 'B'.

integrity of downstream channels and stormwater facilities. The proposed stormwater vault will incorporate a control structure to meter out stormwater discharge at the pre-development rate – meaning that rate associated with a forested condition. The metered discharge from the vault will then discharge into the city storm drain facility in Nevada Street. The final stormwater site design will include an analysis of downstream components of the existing storm drain system to ensure adequate capacity. Preliminary analysis indicates ample capacity of the existing storm drain system, and no changes to any downstream facilities are anticipated.

Comment 3: *Concerns have been raised from westerly neighbors (Nevada/Marionberry Ct.) about existing flood problems in yards and crawl spaces. Please explain how our stormwater plan will help reduce and/or eliminate these issues.*

Comment 3 Response:

The proposed project will capture all surface runoff currently flowing to the west from the development area. Runoff will be conveyed through an on-site storm drain system before discharging into the Nevada Street public storm drain facility. No runoff from the development area will discharge across the westerly property line. Properties directly west of the proposed development (houses fronting Nevada Street) may expect to see a significant reduction of surface runoff onto their property.

Properties on Marionberry Ct. bordering the subject property receive stormwater runoff from the existing wetlands, associated drainage basins, and/or ditches north of the development area. As the northern portion of the subject property will remain undisturbed, these drainage patterns will continue after completion of the project. The proposed project will not contribute additional stormwater to the northern, undisturbed, portion of the lot.

Comment 4: *Several neighbors are claiming that clearing and grading this site will increase runoff and erosion. Please clarify how our grading plan minimizes these potential issues.*

Comment 4 Response:

The primary erosion hazard at the site is from temporary conditions created during construction such as clearing, grading, excavation, and fill placement. Significant excavation of existing materials and placement of fill materials will occur as is required to achieve required grades. Provided typical erosion and sedimentation controls are implemented during construction, the project construction will not present a significant erosion hazard. Stormwater will be prevented from flowing across disturbed areas and will not be directed toward susceptible slopes during construction. Temporary erosion control measures are selected during construction depending on the weather, location, soil/rock type, and other factors. Temporary erosion protection (e.g., straw, plastic, or rolled erosion control products, sedimentation ponds) may be necessary to reduce sediment transport until vegetation is established or permanent surfacing applied. After construction all disturbed areas and embankments are required to be protected and/or vegetated before the rainy season. Appropriate best management practices (BMPs) will be incorporated into the Stormwater Pollution Prevention Plan (SWPPP) by the civil engineer for the project. During construction, the contractor will be subject to Department of Ecology regulations, which require performance-based testing of turbidity at all discharge points. Proper construction practices and monitoring procedures will manage the risks to the standard of practice.

Comment 5: *One comment pertains to the existing drainage ditch in the Consolidation Ave. ROW. It claims that our new trail will exacerbate the speed and volume of water running in this ditch. Can you please explain how we intend to collect this water via our Consolidation Ave. improvements, and redirect it into the City storm system? Finally, please clarify that our trail construction will not impact the existing drainage ditch.*

Comment 5 Response:

The Proposed development will not add additional stormwater to the existing ditch. The trail will be located north of the existing drainage ditch in Consolidation Avenue. Stormwater runoff from the trail will follow the natural drainage patterns to the northwest and not contribute to the existing ditch.

The existing ditch and vegetation appear to be stable and there is no evidence of erosion. The easterly portion of the ditch will continue to function in its current state. At the end of the Consolidation Avenue improvements, stormwater from the ditch will be collected in a piped storm drain system within Consolidation ROW and discharge to the existing ditch near the intersection of Nevada St and Consolidation Ave. At the discharge point a stilling well will be installed for energy dissipation of the stormwater to ensure stability of downstream ditches.

We trust this response answers your questions. Please contact our office with any additional questions you may have.

Sincerely,

CASCADE ENGINEERING GROUP, P.S., INC.



Craig R. Parkinson, P.E.
Principal Engineer

cc: Mr. Morgan Bartlett



MILLER
ENVIRONMENTAL
SERVICES, LLC

Exhibit B'

February 5, 2021

Morgan Bartlett, Jr. – Director
Madrona Bay Real Estate Investments, LLC
424 W. Bakerview Road, Suite 109
Bellingham, WA 98226

SUBJECT: RESPONSE TO PUBLIC COMMENTS REGARDING THE CRITICAL AREAS REPORT ON THE CITYVIEW PROJECT

Public comments were received on the CityView Project concerning the Critical Areas Report completed for the project (Miller Environmental Services; June 12, 2019). These include:

1. Comment stating that Wetlands A and B are continuous and require a Category 1 buffer with no averaging allowed. Commenter also states that the 100 foot buffer around Wetland A is not adequate due to an inaccurate habitat function score.
2. Comment expressing concerns that the stormwater system has not addressed other groundwater aquifers on the site.

The project site is located on a steep hillside dominated by upland coniferous/deciduous forest habitat as described in the critical areas report. This includes dominant species such as red alder (*Alnus rubra*) big-leaf maple (*Acer macrophyllum*), paper birch (*Betula papyrifera*), western red-cedar (*Thuja plicata*), Douglas fir (*Pseudotsuga menziesii*), oceanspray (*Holodiscus discolor*), low Oregon grape (*Mahonia nervosa*), salmonberry (*Rubus spectabilis*), Himalayan blackberry (*Rubus armeniacus*), snowberry (*Symphoricarpos albus*) and sword fern (*Polystichum munitum*). Observed soils throughout the area were primarily well drained loams, consisting of dark brown (10YR 3/3) loam over a brown (10YR 4/3) loam. This includes the area between Wetlands A and B. This area, between Wetlands A and B, contains a mixture of the species described above, non-hydric soils and no indicators of wetland hydrology. The delineation site visit was conducted in April of 2019 (spring) and wetland hydrology was easily observed (where present) during the site visit – including within the delineated areas of Wetland A and B.

Additionally, the hydrology within Wetland B appears to be driven primarily by water moving downslope into Wetland B from a stormwater drain outfall along the western side of Puget Street. Hydrology within Wetland A appears driven by seepage of water out of the slope at locations in eastern portions (upslope) of the wetland. In general, water on the site moves west to east following the topography.


With respect to the Wetland A rating and habitat score, the rating form was included within the critical areas report including the rating form figures (Appendix D of the report). With respect to what we included on the Wetland A rating form: one habitat type was observed, forest – per the Ecology manual only the dominant Cowardin habitat type is noted – shrub or emergent forest understories are not counted as separate habitat types. Two hydroperiods were checked, saturated and occasional flooded, as was observed during the site visit and as expected from the steeply sloped nature of the wetland. Observed species richness appeared within the normal range for one habitat type and there was no interspersions of habitats as there was only one habitat type.

Habitat features noted included downed woody debris, standing snags, and no significant invasive species. The area within one kilometer of the wetland contained approximately 84 percent high intensity land use, as it is within a highly developed portion of Bellingham. The mapped habitat areas and spreadsheet were included with the rating form in Appendix D of the Critical Areas Report. Priority Habitats observed within the vicinity of the wetland included priority snags and logs and biodiversity areas/corridors. As noted, mature forest was not checked as the apparent density of mature trees in portions of the review area did not meet the size and density threshold and the area of mature trees (within Wetland A) was less than the 8-acre size threshold for this priority habitat type. It should be noted that the threshold size for a mature forested wetland is only one acre – much lower than the threshold for a mature forest priority habitat type.

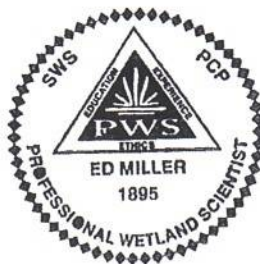
The previously completed and submitted critical areas report addressed wetland and habitat conservation areas. The wetland delineation methodology followed the City required U.S. Army Corps of Engineers Wetlands Delineation Manual and the Corps Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region. Generally, this includes the observation and documentation of hydrology at or near the ground surface – where the water influences vegetation. This is not specifically a survey for groundwater or aquifers. Utilizing the indicators within the methodology: type of vegetation, soils within the upper 16 to 20 inches of the soil profile and observations of hydrology indicators – aquifers would only be noted if they were at or near the surface and created wetland conditions. Any deeper groundwater or aquifers, below the criteria for wetlands presence would not necessarily be observable with this methodology. Within the framework of the methodology and work completed, the site was walked in the spring of 2019 and in 2013 (prior delineation). No other areas of obvious hydrology were observed on the property, other than the features noted and documented within the critical areas report.

Please contact me at (360) 255-5799 or ed@millerenvironmental.org if you have any questions or would like to discuss these findings.

Sincerely,



Ed Miller, PWS
Senior Biologist



2) Greenspace/Wetlands

Per RFI Action Item #3, a Geotechnical Engineering Plan has been completed for the current development. See Geotechnical Engineering Plan.

Two existing wetlands were identified on the site, per the Critical Areas Report. Both wetlands will be preserved with the required buffers.

A response from Miller Environmental Services, LLC is attached and addresses some specific wetland comments. See Exhibit 'B'.

The site design leaves 5.42 acres of the 11.15 acre site as undisturbed greenspace. Select trees have been identified as hazards within this area and will be removed or minimized in height. Replacement trees will be planted at a 2.1 ratio. The site has been preserved to the greatest extent possible.

Also included is a response from Certified Arborist Patrick Sullivan regarding some specific areas of comment. See Exhibit 'C'.

There is an existing man-made trail within the Consolidation Ave. right of way. The CityView improvements will include a safe multi-modal trail connecting Consolidation Ave to 46th St. See updated Trail Plan.

January 27th, 2021

Patrick Sullivan, ISA Certified Arborist

RE: CityView public comment response

To whom it may concern,

Public comment noted specific concerns in the following areas: responsibility for monitoring, removal of trees between the complex and neighbors, replacement species for hardwoods, and details shown on the Tree Retention Map.

Of the 65 Douglas Fir trees, 59 trees were identified for removal as they have both a high likelihood of failure and a high likelihood of impact. 6 identified Douglas Fir trees (see updated Tree Retention Plan & Tree Retention Map) will be reduced in height to mitigate severe impacts, with the main stem left for wildlife activity. This course of action does not require on-going monitoring and poses the safest option, with minimal disturbance while retaining an environment suitable for wildlife.

Due to the proximity to existing homes along Nevada St. and Marionberry Ct., trees located along the project's western border pose a safety risk to life and property. To eliminate this risk, this area will be cleared. Larger tree stumps will be retained and minimal grading will occur to create a native understory. In addition, this transition area will be replanted to provide a solid visual screen at maturity (see Landscape Buffer Plan).

Per the updated Tree Retention Map, the stand of hardwoods will be replaced with Cypress trees rather than Snowberry. For species diversity, both fast and slow growing species will be planted (Leyland and Hinoki).

The tree retention area is shown on the Tree Retention Map and refers to 5.42 acres of the entire 11.15-acre site. The grading area, also shown on the Map, will be cleared and graded per the project grading plan. The critical root zone protection area is shown on the updated Tree Retention Map and replacement trees have been moved to the tree retention area. The fencing line (along western edge of tree retention area) and method (silt fence) are shown on the updated Tree Retention Map.



Patrick Sullivan

Certified Arborist #PN-7123A

Certified Tree Risk Assessor

(360) 920-6285



3) Traffic/Parking

Comments were received regarding the safety of neighbors in the vicinity of the CityView complex, due to increased traffic and narrow streets. The narrow streets are per City design, on page 16 of the Puget Neighborhood Plan, it is stated that the narrow streets create less impervious surface and stormwater impact, as well as provide a traffic calming effect to slow vehicles. As part of the CityView project, Consolidation Ave. will be improved from Nevada St. to 45th St., to the standard required by Ordinance 8027 (per BMC 20.38.050(B)(13c)). These improvements will include curb and sidewalk, which will increase pedestrian safety.

Per BMC 20.38.050(B)(8), proposals for planned development shall satisfy all parking regulations for similar uses contained in Chapter 20.12 BMC. Per this code, the required number of vehicle parking spaces is 212. CityView provides 249 surface parking spaces on site and 8 additional parallel spaces via the Consolidation Ave. improvements (north side only). Parking will be managed through the use of tenant parking passes.

The design of the CityView complex will improve pedestrian and bicyclist access, to help diminish the effects of vehicular traffic on adjacent

residential streets. This will be accomplished via:

- 160 convenient bicycle racks on site (a .5 bicycle to bedroom ratio), bicycles will be encouraged as an alternative method of transport. This is in accordance with the Puget Neighborhood Transportation Policies, PTP2, which states that, "Puget Neighborhood preference is to implement solutions that support a mode shift from motorized to walking, bicycling and transit".
- The construction of a trail between the subject site and 46th St. will provide safe multi-modal connection to the Samish Crest Trail. The Puget Neighborhood Plan identifies the construction of this trail as a parks, recreation and open space goal (PPG 2, Puget Neighborhood Plan, page 7).

Included is a response from Transpogroup that addresses some specific concerns related to the project TIA. See Exhibit 'D'.

MEMORANDUM

Date:	March 3, 2021	TG:	19082.00
To:	Morgan Bartlett		
From:	Dan McKinney, Jr and Kassi Leingang – Transpo Group		
Subject:	Response to Cityview Transportation Comments		

The following memo provides responses to transportation comments received for the Cityview project located at 1433 Consolidation Avenue. This includes public comments regarding the two topics of Trip Generation and Traffic Volumes.

Trip Generation

Comments were received related to the use of the ITE land use category used for calculating trip generation.

Response: Trip generation for the proposed project was calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). This is the current edition of ITE's Trip Generation Manual, a nationally recognized source for calculating trip generation rates and utilizes data collected throughout the county. The proposed project is a multifamily residential development with 106 units with no restriction to residents. The most applicable land use to the proposed development was ITE's Multifamily Housing (Mid-Rise) (Land Use 221) which has the following description:

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).

The weekday PM peak hour Multifamily Housing trip rate is based on a robust dataset with 60 studies of other multifamily projects across the nation with numerous similarly sized projects and therefore provides the best information available to estimate trips for this proposed multifamily development. Additionally, ITE is the typical source utilized for calculating trip generation for developments within the City of Bellingham and both the use of ITE and the Multifamily Housing residential trip rate were coordinated with City of Bellingham staff for this development.

Traffic Volumes

Comments were received questioning the timing of traffic counts relative to Western Washington University's academic calendar.

Response: Existing weekday PM peak period (4:00 to 6:00 p.m.) turning movement counts were conducted at the study intersections on June 5, 2019. These counts were collected while school was in typical session (prior to finals week) as the Spring quarter for Western Washington University went through June 14, 2019.

4) Scale/Privacy

Per RFI Action Item 9, a detailed response regarding Neighborhood Scale has been submitted. See RFI Response: Action Item 9.

Per the Design Review Handbook (C) Privacy: Buildings have been oriented to provide for privacy, to the extent practical, both within the project and for adjacent residential uses. The following measures have been taken to minimize and mitigate the impacts to neighboring properties.

- Generous setbacks have been observed on the westerly border. Building B (2.5 stories, closest to Nevada St./Marionberry Ct.) is 67 – 130 feet from the property line. Building A (2.5 stories) is 160 – 190 feet from the property line. The larger Building C (5.5 stories) is 200-250 feet from the property line.
- All buildings have been oriented with the main entrances facing east, away from the nearest neighbors on Nevada St./Marionberry Ct.
- On the westerly border, the site's existing grades will be used in a terraced approach that will accommodate a mature evergreen landscape. A thick re-plant screen will be added along the site border. See Landscape Buffer Plan for details and cross sections demonstrating the view from the perspective of the single-family residences on the western border.
- The large barrier of undisturbed native vegetation (5.42 acres) effectively minimizes privacy impacts for the site's eastern neighbors on Puget St. See updated Site Plan, Aerial, updated Landscape Plan and Tree Retention Map for details.
- Building B (2.5 stories) has been positioned as a transition building between Nevada St./Marionberry Ct. and the larger Building C.
- The large vegetated CUA is positioned between the parking lots and the western site border.

5) Comprehensive Plan Consistency

The Bellingham Comprehensive Plan: Housing Chapter identifies goals and policies for new development. The CityView Development aligns with many of those goals:

- Goal H-1: Ensure that Bellingham has sufficient quantity and variety of housing types and densities to accommodate projected growth and promote other community use goals.
*CityView will provide a unique housing choice that appeals to a variety of tenants. See Action Item 1; Residential Use.
- Policy H-3: Encourage well-designed infill development on vacant land or underutilized properties.
*The large subject site is currently vacant and the development will bring needed infill within the popular Puget Neighborhood.
- Goal H-2: Foster housing that is safe, healthy, livable, and affordable for all income levels in all neighborhoods.
*CityView will provide a safe, healthy, livable and affordable option. See RFI Response 22: Public Comment "Affordability" for details.
- Policy H-15: Support fair and equal access to housing for all persons, regardless of race, religion, ethnic origin, age, household composition or size, disability, marital status, sexual orientation or economic circumstance.
*CityView will be open to all qualified tenants under the Federal Fair and Equal Housing Act.
- Policy H-28: Protect and connect residential neighborhoods to retain identity and character and provide amenities that enhance quality of life.
*The Consolidation street improvements and the construction of the multi-modal trail to 46th St will connect residential neighborhoods within the Puget neighborhood. The addition of the trail will enhance the quality of life by providing additional recreational opportunity.
- Policy H-31: Promote high-quality design that is compatible with the overall style and character of the established neighborhood.
*CityView has been designed to achieve neighborhood compatibility per the Multifamily Design Review Handbook. See Action Item 10: Neighborhood Compatibility.
- Policy H-38: Increase the open space requirements for multi-family development.
*CityView will provide 1 acre of exterior common usable space as well as 3,000 SF of interior common usable space. In addition, over 50% of the site (5.42 acres) will remain in its natural vegetated state. See updated Site Plan and Aerial.

The Puget Neighborhood Plan recognizes the value of preserving existing green space and the scenic character of steep hillsides. The subject site is adjacent to the 'Hawley Property' on the northern site boundary. This Property is owned by the City and is an open space west of Puget St. and east of Nevada St. The northern 1/3 of the subject site will remain as green space, expanding the existing open space (see Aerial). CityView's site disturbance area is limited to the western half of the site, while easterly hazardous slope areas remain undisturbed.

The Puget Neighborhood Plan identifies goals for development within the Neighborhood. CityView design reflects many of these goals:

- Parks, Recreation & Open Space Goal 2(E): Construction of a trail within the Consolidation Avenue right-of-way from Puget Street to Nevada Street. (F) Encourage Developers to provide neighborhood trail connectors to improve non-motorized transportation links as development occurs.
*The proposal includes construction of a multi-modal trail between Nevada St. and 46th.
- Parks, Recreation & Open Space Goal 3: The Puget Neighborhood should continue to use practices which protect and preserve the environment.
*Over 50% of the site will be remain undisturbed native vegetation. Environmentally sensitive areas of the site will be preserved and protected.
- Utilities/Drainage Goal 1: All water channels should be kept open and supporting water flow at all times.
*There is existing drainage flow from Puget St. to Wetland B, this will remain undisturbed. Drainage outflow from a storm pond located above the south end of the site will be collected at 45th St. Please see updated Prelim. Stormwater Plan.
- Utilities/Drainage Goal 2: All new developments should be constructed consistent with the recommendations of the Watershed Master Plan, the Stormwater Comprehensive plan and stormwater development standards.
*See updated Preliminary Stormwater Plan.
- Drainage Policy A: Any new major development should submit a drainage plan in conformance with the City's storm water management code for approval by the Public Works Department. That plan should be implemented prior to, or concurrent with, development with the full cost of the plan being at the developer's expense.
*A Prelim. Stormwater Plan has been submitted and will be implemented concurrent with development at the developer's expense.
- Drainage Policy B: Storm sewers with run-off control should be installed at future development sites.
*See updated Prelim Stormwater Plan.

- Drainage Policy C: Creeks should be maintained for further protection of aquatic resources.

Adherence: The existing drainage outflow on the site will be protected and all appropriate wetland buffers will be observed. Please see updated Prelim. Stormwater Plan, updated Critical Areas Report.

- Transportation Goal 1: Expand Puget Neighborhood Transportation options to more fully support pedestrian, bicycle and transit travel for mobility within the neighborhood. By improving Consolidation Ave to 45th, curb and sidewalk improvements will increase pedestrian mobility. These street improvements also provide easier access for future development of the south side of Consolidation Ave. between Nevada St. and 45th. Additionally, the multi-modal trail will connect via Consolidation Ave to 46th St., and ultimately to the Samish Crest Trail. The CityView complex will include 160 bicycle parking spaces, which will help to promote bicycles as an alternative mode of transit.
- Transportation Policy 1: Develop and promote safe, efficient and appealing access for all users as redevelopment occurs in the urban village (Lakeway/Lincoln area). Access for non-motorized traffic within any commercial, multi-use or multi-family development should be direct to destination, easily accessible and safe.

*The creation of the multi-modal trail within the Consolidation ROW will provide a safe, direct and easily accessible route from Nevada St to 46th, with connection to the Samish Crest Trail.

- Transportation Policy 6: Promote the construction of sidewalks where they would connect neighborhood residents to services, or high-frequency transit, separate foot and motorized traffic, and/or provide needed connectivity.

*Consolidation Ave. improvements from Nevada St. to 45th St. will provide increased connectivity. Additionally, the multi-modal trail will extend further to 46th. St and existing neighborhood connectors.

- Transportation Policy 8: Identify and develop or improve pedestrian pathways in the undeveloped public rights-of-way (ROW) where they can improve pedestrian connectivity within long residential blocks. Provide low-impact surface mitigation that would improve rocky, narrow footpaths that can be muddy or slippery. Locations include Consolidation Avenue between Nevada St and 46th.

*This trail will be completed per both City and Parks Department standards. See Prelim. Trail Plan

6) Social Behaviors

CityView will house a variety of tenants. See RFI Response: Action Item #1 for a complete explanation about how CityView is expected to function.

CityView will be professionally managed by Real Property Managers, LLC, (www.rpmnw.com) owned and operated by Morgan Bartlett, Jr. (developer of CityView). All components of the Residential Landlord/Tenant Act will be observed and in addition, all rules of the lease will be enforced. This includes, but is not limited to the following examples taken from the current RPM residential lease.

- **Garbage:** Garbage service is limited to basic services only. Tenant agrees to dispose of their ordinary household trash by placing it in the trash receptacle (dumpster) provided by the Lessor. Any debris or discarded items on or about the premises will be removed at the Tenant's expense. Charges caused by noncompliance, including billing and administrative fees, may be withheld from the security deposit. Tenant is responsible for moving their household garbage to the dumpster. Any excessive or oversized items and/or furniture must be hauled away by the Tenant at their expense; failure to comply will result in a \$200 per occurrence fine.
- **Illegal Use:** Tenant shall not use the Property for any illegal purposes. Any resident engaged in any criminal activity on or near the property may be immediately evicted.
- **Parking:** Tenants may park only in designated parking spots. All vehicles must have current tags, be licensed and in operable condition. Tenant parking passes will be distributed to manage the parking lot.
- **Noise/Nuisance:** TV, stereo and musical instrument volumes shall be kept low enough so that minimal noise escapes from the Residence. Tenant shall not create or permit any other nuisance on the Property. A \$100 fine shall be imposed for the first violation. A \$300 fine shall be imposed for the second violation. Upon notification of a third violation, the Tenant may be evicted and forfeit return of the security deposit.
- **Guests:** Tenant is responsible for the conduct of all guests on the Property and shall insure that guests comply with all rules.

7) Affordability

The City of Bellingham Comprehensive Plan Land Use Policy LU-10 aims to “achieve a healthy mix of housing that is affordable to a wide range of incomes”.

Cityview’s unit layout allows each tenant to have private space (bedroom & bathroom) as well as access to the shared living room, kitchen, and laundry facilities. In addition, all Cityview tenants will enjoy both interior and exterior common areas. Ample bike storage will encourage residents to minimize vehicle usage, as Cityview is located within easy biking distance to shopping and services.

Due to these design features, Cityview will appeal to a wide range of tenants. However, the main attraction to Cityview will be economics. In Bellingham it now costs about \$1,500-\$2,000/month to rent a one-bedroom apartment, depending on location. For many people, regardless of age or job status, it is impossible to make ends meet under these housing circumstances. Alternative options need to be built that offer a nice place to live without an overwhelming price tag.

Cityview fills this need:

*As opposed to \$1,500- \$2,000 per month, each one-bedroom suite at Cityview will rent for \$650-\$800 per month.

*Tenants will be able to lease units as a whole, or individually. Most units will be leased to 2-3 people, depending on their needs and goals.**

*Cityview will appeal and cater to a wide range of incomes, from young professionals with limited resources, to 55+ ready to downsize, pay off the mortgage and skip the yard maintenance.

- Cityview. Yes, it’s your space.

**See RFI Response: Action Item #1 for a complete explanation about how CityView is anticipated to function.