Public Comment

Name

Donald and Linda Diebert

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

Topics available for online public comment are listed above. If no topics are listed, there may be opportunities for public comment on various topics through email, letters, and public comment periods during meetings.

More information on this topic can be found at https://www.cob.org/cityview

Comment or Testimony

Please see the attached document for our comments related to the draft SEPA report and MDNS issued by the Planning Department on February 9, 2022.

Files

SEPA Comments 2.pdf

Documents or images related to your comments.

Email

dondiebert@outlook.com

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/22/2022

The following comments are in response to the **Mitigated Determination of Non-Significance (MDNS) PDP2019-0015/DR2019-0036/CAP2019-0037/SEP2019-0039 4413 Consolidation Ave.** Date of Issuance of Threshold Determination: 2/9/2022.

The following comments reference the SEPA Report, dated February 8, 2022.

II. PROPOSAL

The Proposal includes a request for an 10% density bonus for 9 additional units, which brings the total unit count to 106 density units.

Additional Information Requested

a) Provide the request and justification from the developer for the Density Bonus.

b) Provide rationale for granting the Density Bonus.

c) Provide the applicable citation from Chapter 20.00 BMC, Zoning Tables, that applies to this Density Bonus request.

III. BACKGROUND

- Division 1: 7 single-family lots
- Division 2: 47 single-family lots, one duplex lot (Lot 12), one triplex lot (Tract D), one fourplex lot (Tract E), 50-unit lot (Tract C), **a 176-unit lot (Tract F – Project Site)** and two stormwater tracts (Tracts A and B).

Additional Information Requested

a) The previously identified issuer remains. There is a lack of a documented public process that resulted in the assignment of 176 Unit Density to Tract F. No background information which was previously requested has been provided. *This comment is submitted to note this issue remains to be answered, despite the SEPA report excluding it from consideration.*

IV. PUBLIC COMMENT

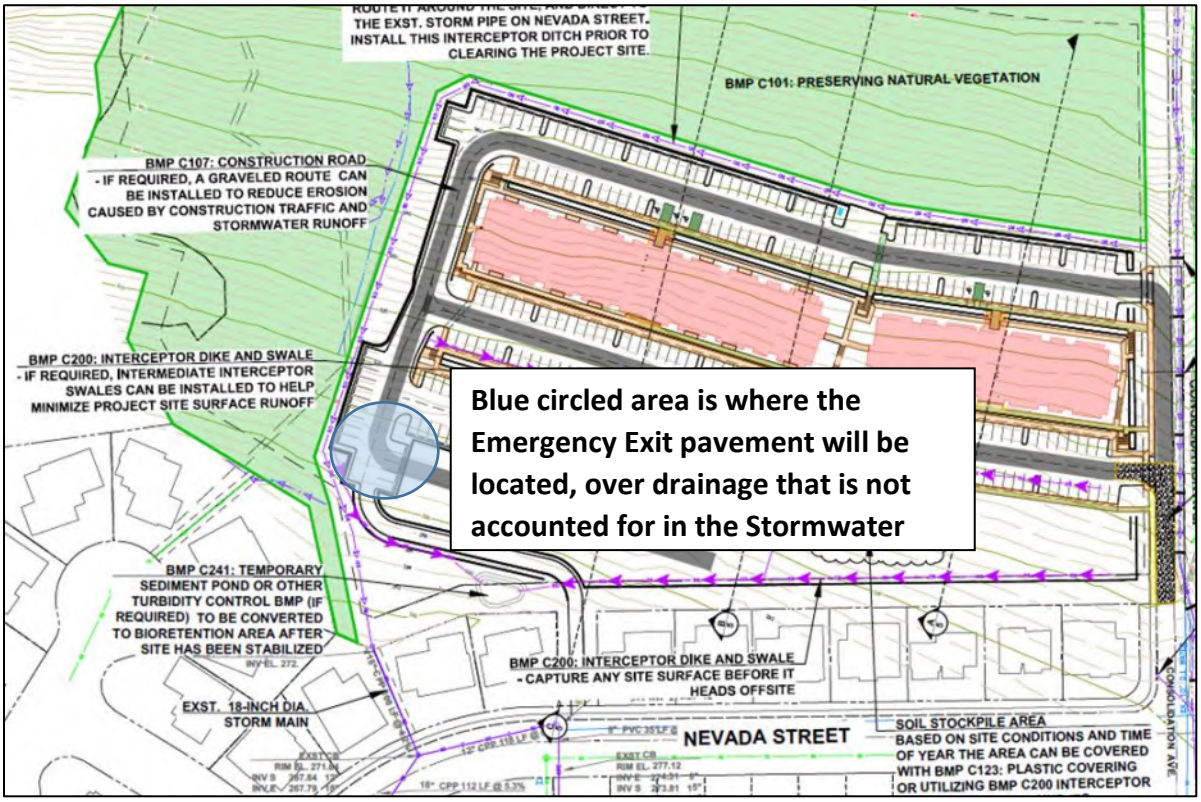
1. Drainage and Stormwater Run-off – 1) Ensure that cumulative impacts are considered; 2) ensure the adequacy of the scope of review; and 3) ensure the adequacy of any technical responses to the proposed design of the system meets or exceeds all adopted standards.

Previously Submitted Information Not Considered

In response the applicant referred to a Preliminary Stormwater Plan (126 pages) and a 4-page letter from the Cascade Engineering Group dated March 4th, 2021.

The revised Critical Area report failed to identify an open drainage ditch located directly below Wetlands B. This was previously identified by a neighbor in a Project Comment submitted a year ago (May 2020).

Figure 4 from the Preliminary Stormwater Report prepared this year by Cascade Engineering Group states that, "Surface runoff from the project site flows west and currently is captured in the Nevada Street conveyance system."



Drainage: Area of Concern (Figure 4: Cascade Engineering Group)

a) The **Critical Area Report: Wetland Mitigation Plan**, states, "Water appears to disperse into the subsurface below Wetland B – as no downgradient channel was observed."

b) There is an existing surface drain (see Preliminary Grading Plan map, next page) that runs from the northern property line that is not mapped. Given the location, this drain is collecting water from an area directly below Wetland B.

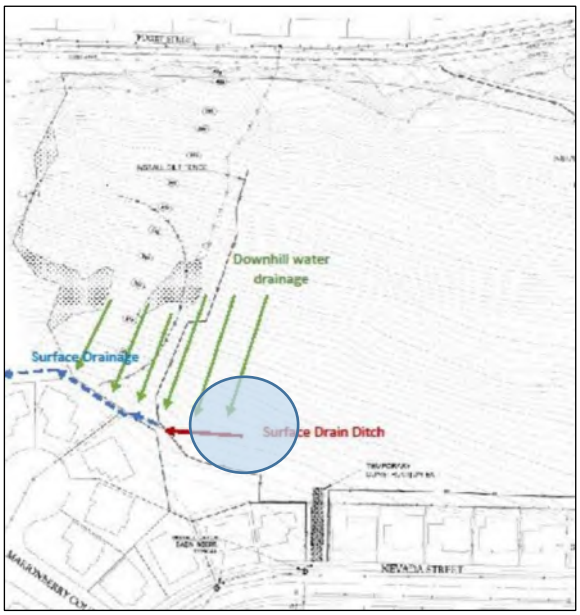
c) From the narrative and Figure 4, it appears the subject water is drained into a storm drain through Marionberry Ct. There is no connection between the surface drainage ditch and the storm drain.

d) Water is diverted into an open-air drainage ditch that extends through and behind the back yards on Marionberry Ct. This drainage is not accounted for as seen in the pictures below and on the next page taken during a February, 2021 rainfall event.

Screenshot 1: Water emerging from area near Wetlands, both from subsurface (top circle), and flowing right to left from surface drainage.

Screenshot 2: Water flowing behind homes on south/southeast area of Marionberry Ct.

Screenshot 3: Water from area near Wetlands, flowing right to left as surface drainage, towards Marionberry Ct.



Graphic water flowing right to left as surface drainage, towards Marionberry Ct.

e) **An unnecessary assumption concerning fire truck access is used to justifiy encroachment/construction on the Wetlands buffer**. Due to this claim, the proposed "buffering" plan to mitigate Wetland B impacts, results in construction of an unnecessary, large, impervious roadway designated as an emergency exit.

f) The original development planned for a single, huge building which, "Due to the size of the (single) proposed building a secondary fire access road is required for Emergency access. The 2013 University Ridge proposal, with a similar building layout, was approved without an Emergency Access Road.

g) This road if eliminated along with the small parking area "F", would better deal with the Wetland mitigation issue.

NOTE: All Screenshots from Video recorded early February, 2021.

IV. PUBLIC COMMENT (continued)

2. Critical Areas and Geological Hazards - Consider both slope stability and seismic activity and implement appropriate measurements to address them.

Previously Submitted Information Not Considered

The response is *incomplete since it lacks up-to-date geotechnical data*. The *report is based on data from **2012**.*

Per review by George F. Sanders, a Licensed Engineering Geologist (WADOL #400):

a) "There are still no geotechnical boreholes for this proposed project.

b) "Existing shallow test pits are inadequate.

c) "There is a serious deficiency in the geotechnical knowledge of this site."

ENVIRONMENTAL ELEMENTS

2. Plants

The environmental checklist description of plants is adequate to conduct SEPA review. Public concerns were raised about the amount of vegetation clearing that is proposed.

Requested Modification of the Tree Replacement Plan

The Tree Replacement plan has been updated to include 130 trees planted throughout the Tree Retention Area. However, planting height is 8 feet or less, **providing little in the way of privacy.** The plan does not state a minimum height.

a) Modify Tree Replacement Plan to require up to 16-foot trees planted for an average height of 12 feet for all trees.

ENVIRONMENTAL ELEMENTS (continued)

3. Animals

The environmental checklist description regarding animals is adequate to conduct SEPA review.

Previous Submitted Animal Inventory is Incomplete

a) Only Deer were included on the SEPA checklist by the developer; no other animals were noted.

b) Regularly observed animals include Bobcats, Racoons, Possums, and Coyotes.

c) Birds (in addition to many varieties) include Red Tail Hawks, Bald Eagles, Woodpeckers, Brown Owls, and Snowy White Owls.

d) Gray and Black Squirrels are observed daily.

e) The incomplete inventory results in the Tree Retention Plan failing to maintain snags and other trees commonly used by various animals as shelter.

7. Environmental health

. Environmental health – “construction activities permitted seven days a week.”

Mitigation Requested for Construction Schedule

a) Permitting construction seven (7) days per week is extremely disruptive to the neighborhood.

b) Contingent neighbors will not be able to have at least one day of quiet during construction.

c) The schedule should be reduced to a maximum of six (6) days per week to mitigate environmental health

14. Transportation

Mitigation has been requested for an RPZ parking zone on Nevada St,

Requested Additional Mitigation

a) Expansion of the Parking RPZ to Marionberry Ct. and Marionberry Lane, as they are both located within 500 feet of the development, and directly off Nevada Street approximately half-way within the proposed RPZ zone.

Aven, Heather M.

From: Donald Diebert <dondiebert@outlook.com>
Sent: Tuesday, February 22, 2022 11:18 AM
To: John Parish; G.Proj.City View
Cc: jdejonge@seattletimes.com
Subject: RE: A dangerous situation

Hi John,

Thank you for submitting your comments to the City. As of this Wednesday, the Public Comment period will close for the SEPA report. The Planning Department will then decide whether to accept the draft report or look at additional mitigation. Acceptance of the SEPA then results in the Planning Department beginning the permit process.

FYI – the City Council does not review individual development applications. The process in Bellingham is focused on the Planning Department, with some "Types" of land use actions resulting in a review by the Hearing Examiner (effectively a judicial process). The CityView proposal does not require Hearing Examiner review due to the Type of application. A separate process does allow Interested parties to file an appeal of a land use action with the Hearing Examiner, but does require payment of a substantial fee.

Again, on behalf of the Puget Neighborhood Working Group, thank you for taking the time to comment.

Don Diebert

From: John Parish <john@jstriker.com>
Sent: Tuesday, February 22, 2022 10:39 AM
To: cityview@cob.org
Cc: Donald Diebert <dondiebert@outlook.com>; jdejonge@seattletimes.com
Subject: A dangerous situation

I own 852 Nevada st home. Bellingham, WA

The city view project is beautiful but that property which is slated for development is like
An Island.
Surrounded by mountain and homes and only one way in and same one way out.

Please get in your car and look at the entrance.

Consolidation deadends into the mountain. See picture attached.
There is a home on each corner. One with little children. The one and only entrance is where that pick up is parked.
At upper part of mountain are homes on Puget. When removing trees and base of mountain these homes will have shifting which will
Cause cracking in drywall and damage.

From start to finish through this one opening we will have flat beds, tractors,construction equipment
The Development will need to cut away base of that mountain which will cause many problems.

The only access is that one spot at end of consolidation street. That may be thirty feet wide with homes around it.
There is no parking for workers, flatbeds, except on Nevada street or Consolidation.

In winter when we have snow and ice getting up and down consolidation street is a challenge at best.
Nevada street has three round about and two structures to narrow the street. (Have no idea why the city build these in the street) No two cars can pass each other now

I cannot believe the council will allow this construction and disrupt all the city tax payers for two years
Seven days a week.

Then at least 250 cars added to these two streets after development is rented out.

The Development makes sense - the location does not.

Please drive over and look before this project is approved.

Please send this project to another location.

John
John Parish.
john@jstriker.com

(360) 733-3674 Bellingham

Public Comment

Name

Debbie D. Easton

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

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Comment or Testimony

Below I submit my comments and concerns regarding this proposal. No further steps toward approval of this project should be taken until critical review of all inadequacies of this plan are acknowledged and resolved. Debbie Easton

A.8 Background
List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
The Geotechnical Engineering Report addresses the building site. However, I do not find any assurance that there will be no impact caused by runoff water to the neighborhood downhill from the site.
Today the forested acreage CityView hopes to remove acts as a natural water regulator to minimize runoff. Yet there are still locations along Nevada and S. 44th Streets where water flows from the site into the yards below. Some makes it into an open ditch and some flows onto the road at the intersection of S. 44th Street and Byron Avenue. On frozen winter days, a sheet of ice forms at that intersection creating a very dangerous situation.

Concern: I do not see specific steps in the Geotechnical Engineering or other documentation that protects homes downhill from the proposed CityView site caused by increased drainage due to deforestation. Disturbing the forest initiates the potential for destructive runoff. It is essential to prevent runoff issues and damage to the neighborhood.

B.1.f Environmental Elements
Could erosion occur as a result of clearing, construction or use?
The response to this question was “Yes” with the statement “Standard erosion control measures will be implemented to minimize erosion.”

Concern: As a resident downhill from this site, even minimal erosion seems a threat to my home. Approval of this project must depend on the guarantee that erosion from this project will not impact surrounding properties.

B.3.a Water
Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?
Questions (1) through (4) in this section relate to my surface water concerns mentioned above in the A.8 Background section. I am unable to locate the Action Item 5 response mentioned in this response for specific BMPs.

Concern: I believe downhill seepage from drains above is still an issue for my neighborhood.

B.5.a Animals
List any birds and other animals which have been observed on or near the site or known to be near the site

Files
CityView Objection Letter 2-22-22.docx

Documents or images related to your comments.

Email

ddeaston55@gmail.com

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/22/2022

Comments on CityView Proposal:
SEPA Environmental Checklist
Mitigated Determination of Non-Significance (MDNS) 4413 Consolidation Avenue

Below I submit my comments and concerns regarding this proposal. No further steps toward approval of this project should be taken until critical review of all inadequacies of this plan are acknowledged and resolved. Debbie Easton

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Concern: I believe downhill seepage from drains above is still an issue for my neighborhood.

B.5.a Animals
List any birds and other animals which have been observed on or near the site or known to be near the site,
On the COB Current Planning Notices site, Exhibit A.2 Critical Areas Migration Plan, dated 1/8/2020, by Miller Environmental Services, confirms the Pileated Woodpecker enjoys this site and the Big Brown Bat has habitat here. Miller Environmental Services went on to say 50% of the area will not be cleared so the habitat will not be adversely affected.

Concern: Losing 50% of current habitat will gravely affect the Pileated Woodpecker and Big Brown Bat as well as the numerous other animals who reside at that location.

A herd of deer live in those woods. They pass along Nevada Street routinely, 5 or 6 at a time, to eat grasses and flowers in the yards. We have seen bobcats and coyotes. The rabbits and racoons are too plentiful to count. My husband and I are birders and could list the vast variety of bird species that pass through each year but for the sake of simplicity I will only mention:

Red Tailed Hawk (nesting pair)	Sharp Shinned Hawk	Coopers Hawk
Common Nighthawk	Pileated Woodpecker	Downy Woodpecker
Hairy Woodpecker	Cedar Waxwing	American Goldfinch
Brown Creeper	Savannah Sparrow	Swainson's Thrush
Black Headed Grosbeak	Bewicks Wren	Spotted Towhee
Black Throated Gray Warbler	Purple Finch	Brewers Blackbird

A 50% loss of food source and living space will not sustain the life residing on the site.

B.8.a Land and shoreline use
What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties?
The properties to the west bordering the proposed CityView site are upscale single-family homes that will be adversely impacted. I will defer to the responses you receive from those households to list their direct losses. The multifamily residences mentioned in the response are further downhill on Consolidation Avenue and Maple Street much closer to transportation and services.

Concern: A development like CityView at this location will reduce surrounding property values significantly. We will go from a desirable neighborhood in high demand to a rental area with less privacy, more noise, trash and crime. The site under consideration should be reserved for single family homes with less impact on the environment and neighborhood.

B.8.i Land and shoreline use

Approximately how many people would reside or work in the completed project?
The answer was “318”.

The MDSN dated 2/9/2022 states CityView will provide parking for 257 vehicles and 160 bicycles.

The COB Request for Information, dated 6/24/2021, states “The proposed vehicle ratio assumes a quarter of the proposed beds are either not being occupied or occupied by a person not owning a car”. I would also suggest that this ratio assumes no residents will have visitors. These irresponsible assumptions create a parking issue that will spill out on to Nevada Street and Consolidation Avenue. Neither can support more street parking.

Concern: Roads impacted by an addition of 318 residents in the area must be improved.

In 2018 the City of Bellingham installed “calming devices” on Nevada Street. These features reduced parking and have created more danger to pedestrians, bicyclists and cars by narrowing the street. This often results in the most aggressive driver pushing through first. Consolidation Avenue west of Nevada Street has limited sidewalks and cars consistently park on both sides of the street. This generates another narrow area for cars to pass.

We currently have one resident that uses his bicycle for daily transportation and a limited number of others that ride through the area. Adding 160 bicycle to these narrow roads is irresponsible unless modifications are completed.

Nevada Street, Consolidation Avenue, Ashley Avenue, Maple Street and Byron Avenue would each be used daily by residents of this multi-unit development. Exhibit A.13, Transportation Impact Analysis, states in the Findings and Conclusions section that they predict “576 vehicle workday daily trips”. Modifications of these roads must be made to protect pedestrians and bicyclists. Remove the “calming devices” on Nevada Street to use the full width of the road and replace them with speed bumps that are bicycle friendly. Ensure that each of these roads has a sidewalk the full distance.

B.14.a Transportation

Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system.
The response to this question outlines the road they will build from the current end of Consolidation Avenue up to their complex. It does not address the existing roads that will be used by new residents.

Exhibit A.13, Transportation Impact Analysis, Existing and Baseline Conditions, under Roadway Network section outlines the current condition of **Nevada Street**. The narrative and data in Tables 1 and 2 imply that current condition is adequate. No reference is made to current condition of **Consolidation Avenue, Ashley Avenue, Maple Street and Byron Avenue.** It does state COB is working with WWU and WTA to improve Lincoln Creek Transportation Center, along with corridor improvements to

Lincoln Street that may include traffic signals, pedestrian crossing signals and bicycle lane improvements. The requested grant funding from WADOT was not granted.

Exhibit A. 13, Traffic Volumes, Trip Generation and Traffic Operations sections provide tables with road use data between 4:00 to 6:00 p.m. The date on these tables is 7/16/2019. The numbers do not reflect the current traffic volumes I experience.

Concern 1: Roads affected by CityView must be improved. Neither the SEPA nor the TIA reflect the current safety problems with these five roads. Further, no funding for a plan is in place to resolve those issues. CityView would squeeze cars, bicycles, and pedestrians onto these roads despite the inappropriate road width, full sidewalk support and parking limitations. The TIA prediction of "576 vehicle workday daily trips" generates a requirement for adequate road support. CityView would be a "for-profit" housing facility. I believe it is reasonable for a developer to absorb a portion of the cost of the road improvements needed for their project.

The effort of COB and WTA for improvements at the transportation center is reasonable, but unrelated to this housing project.

Concern 2: The CityView Multifamily Development document, dated 1/2020, by Transpogroup is out-of-date.

Traffic volumes shown on Figure 3 do not reflect current activity especially for Nevada/Lakeway, Nevada/Consolidation and Lincoln/I5 NB on ramp intersections.

Traffic Volume numbers on Table 6 reflect an unrealistic increase of traffic once the project is complete. For example, the Nevada/Lakeway traffic trips without CityView are estimated at 2545. With CityView Table 6 shows 2547. Only 2 more trips at the Nevada/Lakeway location. Hard to believe that with "576 vehicle workday daily trips" projected, only 2 will exit/enter the area via the Nevada/Lakeway intersection.

Trip Generation numbers on Figure 5 attempt to show which roads will be used for CityView traffic but they do not show any traffic on Byron Avenue. Byron Avenue is heavily used by residents today and would be used by CityView residents as well.

Traffic Operations, Table 8, shows no new traffic signals needed for the affected streets. All stop and yield signs will remain as-is. I strongly believe a signal will be required at the Nevada/Lakeway and Lincoln/E. Maple Street locations. Current traffic at those locations can have multiple cars waiting for the opportunity to proceed. More traffic will mean more backup.

Please reevaluate the traffic impact per regulatory standards and issue an updated Transportation Impact Analysis.

B.14.b Transportation

Is the site or affected geographic area currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The response to this question was "The site is not directly served by public transit; however, it is within reasonable distance." Estimates given are a 13-minute walk from the Park and Ride to CityView and a 21-minute walk to Lakeway Fred Meyer.

Concern: It is not reasonable to expect someone to walk for 21 minutes up the steep Consolidation Avenue hill with bags of groceries. I completely disagree with placing this

development so far from public transportation and services. The multifamily projects on Consolidation Avenue and Maple Street have a much more reasonable walk to transportation and services.

Public Comment

Name

Greg Halleen

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

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More information on this topic can be found at https://www.cob.org/cityview

Comment or Testimony

If you do choose to approve the CityView project, I would like you to consider these further actions in response to the SEPA report.

VI AIR. It says the project will encourage tenants not to use vehicles but instead use alternative forms of transportation. So much has been made in the proposal that "most" tenants won't use cars or trucks. That is hard to believe. At the very minimum, the project needs to not just encourage but take active steps. One would be to not change mitigation 14 from a requirement to a recommendation--the property owner will provide a financial subsidy for residents to receive discounted bike maintenance and gear.

Also something should be actively addressed about vehicle's engines idling for long periods of time. Air quality is definitely going to be impacted with all of these vehicles and a steep slope behind trapping air which will impact the resident's homes below.

VI PLANTS. Who will hold the developer accountable during the 5 year period of monitoring the plantings? Who will current residents of the neighborhood contact if the plantings are failing or are not creating the buffer promised in the proposal?

VI ENVIRONMENTAL HEALTH. There have been so many studies about loud and constant noise negatively impacting health. People need time in the evening and at least 1 or 2 days a week when construction isn't happening. So no construction on weekend days? Also, you would allow indoor construction until 10 pm. That doesn't seem right. Tools and power tools, workers yelling back and forth, music playing--can be heard through walls and windows. The buffer zone won't be mature. I would ask that all construction end at 6 pm. If indoor construction needed to be extended I would say no later than 7 pm. Many people go to bed earlier than 10 or want to have a little peace and quiet before the next day.

How is the issue of constant dust during construction being addressed especially during the dry summer months?

VI AESTHETICS. The SEPA report states that"the current overall design of the project does not adequately address the city's design standards concerning new development in well established neighborhoods." I strongly encourage the director to address this through the design review process.

VI PARKING. I still don't believe the parking issue has been adequately addressed. Everyone hopes that most people won't have vehicles. But what if they do? 3 bedroom 3 bath units, rented individually. They will be parking in the streets.

It is still beyond my understanding that CityView continues to move forward. Originally the developer said this was a multi-family, affordable housing project. Not until 2 years into the process did he begin to admit this was basically student housing and a middle income project. The scale of the project was NEVER adequately addressed to be in line with the current neighborhood and the Puget Neighborhood comprehensive plan. The neighborhood was never against a multi-family project. But one 5 1/2 story and 2 other good sized buildings basically built for student housing is not close to a scale that fits with the current neighborhood.

Files
Documents or images related to your comments.

Email

ghalleen19@gmail.com

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/22/2022

Public Comment

Name

John and Susan Keates

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

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Comment or Testimony

We oppose this project and will outline more specific concerns below based on the SEPA review. Our neighborhood entirely consists of single-family residences. How anyone can believe that locating a large, multi-family development in the midst of a traditional single-family neighborhood will not have multiple adverse impacts to the livability and quality of life in our neighborhood is absolutely astounding. This project should not be “mitigated,” it should either be denied outright or approved for single family units that conforms with the existing development in this area. This potential development sets a really bad precedent by potentially locating large multi-family development in an existing single-family neighborhood. This project may have some redeeming merits, but not where the project is proposed to be developed.

We’ve lived at our present address for 10+ years. We like it here and were aghast when we heard about this scope of this proposed development. Possible mitigation does not change the fact that this development will not lead to any improvement to our beloved neighborhood.

VI. RESPONSIBLE OFFICIAL’S AMENDMENTS TO CHECKLIST

Earth

Required mitigating condition:

The applicant shall arrange for the project geotechnical consultant to 1) review the project plans and specifications to confirm that the recommendations made in the Geotechnical Engineering Report have been implemented and 2) evaluate site conditions during construction to ensure consistency with the report and its conclusions and recommendations. The property as it is presently found is forested and undeveloped. Any mitigation will not change the fact that this property will remove forest cover which will be reduced by a multi-facility development. We are opposed to such development. If this property is to be developed, sensible single-family development makes more sense and will conform with the existing development which dominates our area.

Air

No significant adverse impacts to air from the project have been identified and no mitigation measures are necessary.

We don’t understand how no mitigation would be recommended in this case? Development alone with dozers, excavators, dump trucks, delivery vehicles, etc. which all are powered by noisy and dirty diesel engines will have an adverse impact on the air. Not to mention the loss of acres of trees and open space that this development will decimate. Furthermore, the density of the development will bring more vehicles, which will also provide more air pollution. The applicant’s contention that most residents living in this development will ride bikes, walk or otherwise not drive cars is flawed at best. Just look at any nearby apartment dwelling.

Water

Required mitigating conditions:

a. Clearing and grading shall be restricted to the dry season, defined in BMC 15.42 (Stormwater Management) and BMC 16.55 (Critical Areas) as May 1st—September 30th, to avoid erosion, sedimentation, equipment track-out, and to protect neighboring properties from possible increased drainage problems. Limited exceptions may be made in writing by the city for extended dry periods outside the dry season.

b. Clearing and grading for site development shall be phased to avoid drainage and erosion problems, reduce construction traffic impacts on the neighborhood, and to maintain the forested areas until ready for development. An engineered clearing and grading plan shall be submitted concurrently with all construction applications associated

Files
Documents or images related to your comments.

Email

johnkeates@comcast.net

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/22/2022

Public Comment

Name

George F. Sanders

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

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Comment or Testimony

extreme precipitation events.pdf -- ATTACHED

Files

extreme precipitation events.pdf

Documents or images related to your comments.

Email

gsanders@openaccess.org

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

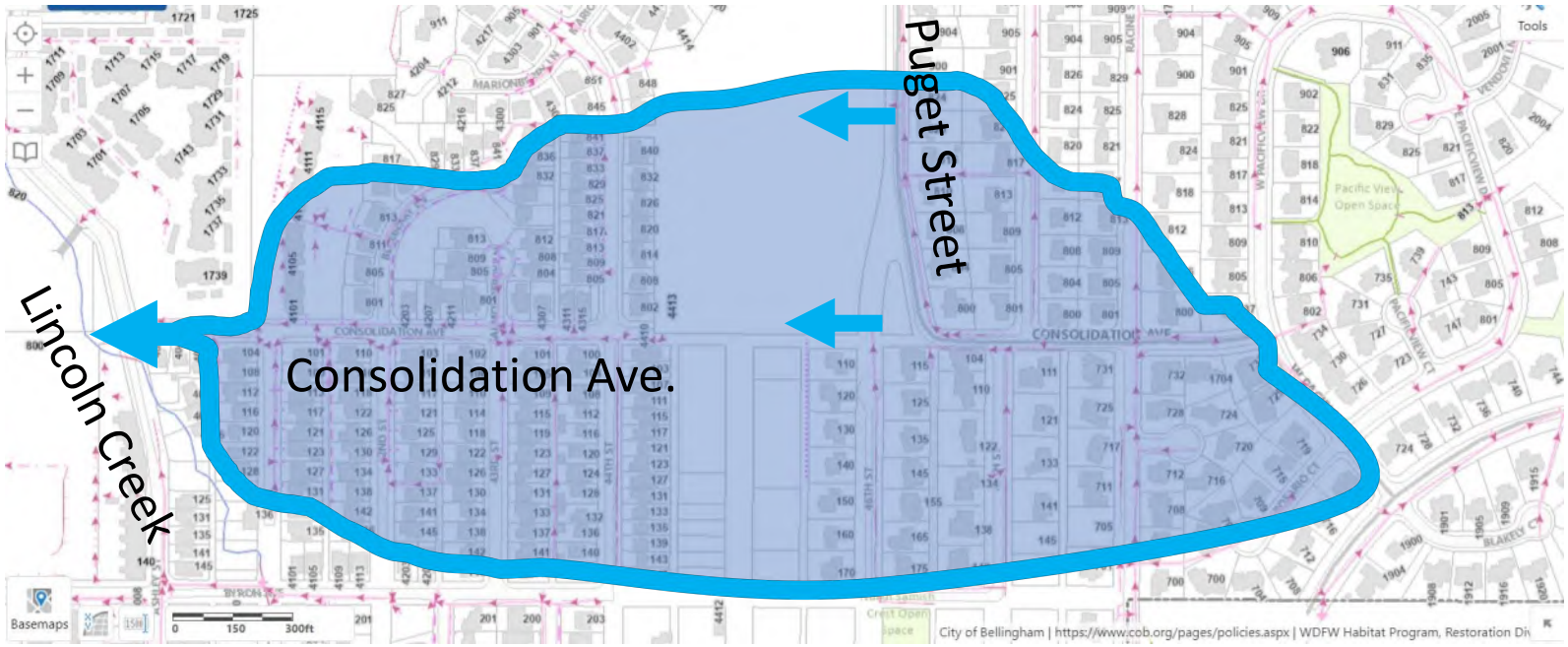
2/22/2022

extreme precipitation events

extreme precipitation events such as November 15, 2021 will continue to overload existing stormwater system.

Consolidation Ave receives significant runoff coming from Puget Street hill above proposed development

Approximate catchment basin for stormwater runoff that reaches Lincoln Creek via Consolidation Ave.



Future extreme precipitation events such as November 15, 2021 will continue to overload existing stormwater system.

Consolidation Ave receives significant runoff coming from Puget Street hill above proposed development.

Consolidation Ave. existing stormwater system is already overwhelmed during normal rainfall events.

Looking west and east from corner Consolidation/Ashley

looking west

looking east

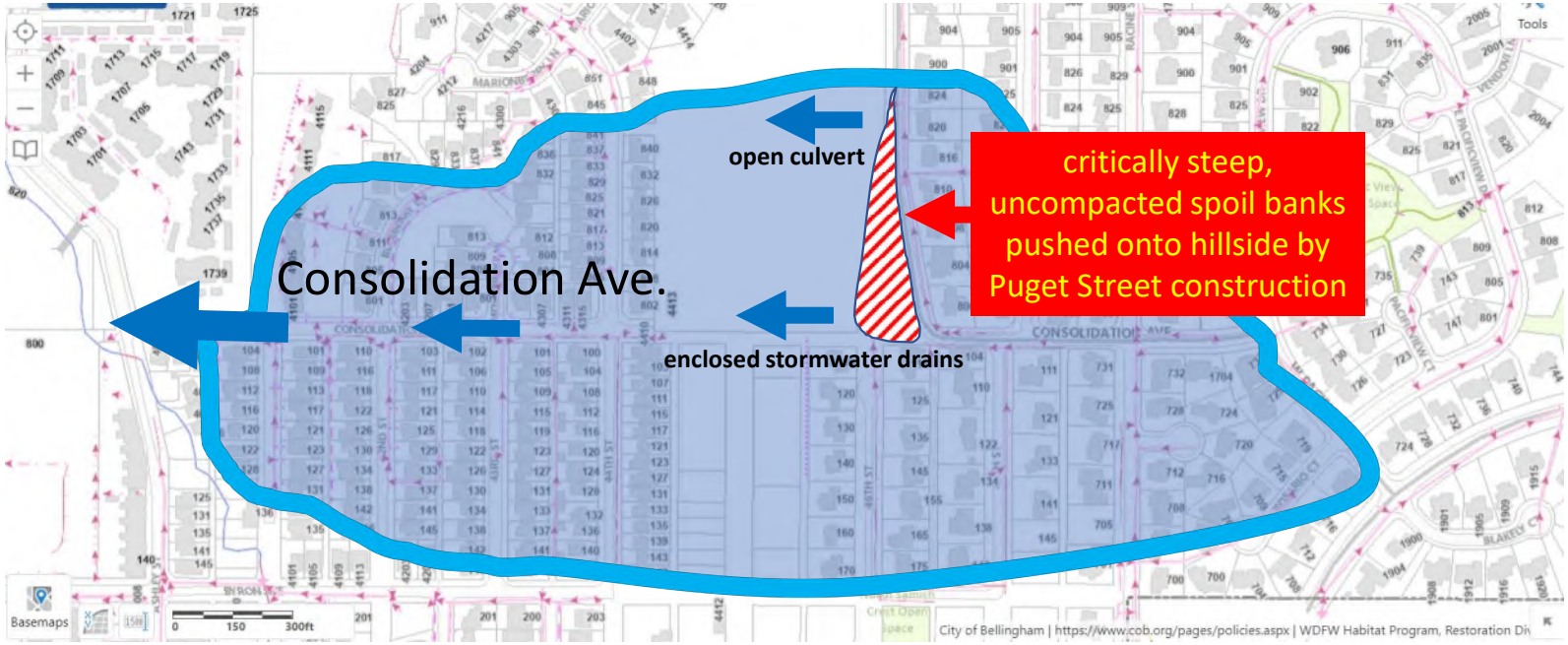
Lincoln Creek, November 15, 2021

Lincoln Creek, November 15, 2021

Lincoln Creek, November 15, 2021

Lincoln Creek, November 15, 2021

Extreme rainfall events will overwhelm existing stormwater infrastructure.



Consolidation Ave. will receive more and more runoff, and existing culverts coming from Puget Street will tend to become blocked by debris.

If Puget Street stormwater runoff is impeded and diverted westward during extreme rainfall events, it could saturate this prism of uncompacted soil, and slope failures could occur.

extreme precipitation events mean much more water funneling down Consolidation Ave.

existing storm drainage system is already near capacity in this neighborhood

looking east

Public Comment

Name

Rob Whitner

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

Topics available for online public comment are listed above. If no topics are listed, there may be opportunities for public comment on various topics through email, letters, and public comment periods during meetings.

More information on this topic can be found at https://www.cob.org/cityview

Comment or Testimony

I live in the Puget neighborhood where the CityView project is planned. Having reviewed the plans for the project, I am honestly surprised that it's been allowed to proceed this far. In retrospect, I should have seen the warning signs of the massive apartment buildings that have been popping up everywhere. I should have investigated further and started asking questions when these were going up in other people's neighborhoods.

I didn't raise a fuss because it didn't affect me. Some of the other megaplexes are in more commercial districts, or they are near the university, so I overlooked them as a necessary evil that might be doing some good in providing affordable housing for students.

It turns out that none of these apartments provide affordable housing. They are investment opportunities for corporate interests that have no interest in the concerns of humanity. They rely on City Councils and committees to approve of their behavior because it represents revenue. It doesn't matter to anyone the harm that will be done to the landscape, the ecology, the neighbors, and the brittle infrastructure of our underfunded public space.

This neighborhood is already pedestrian and bicycle unfriendly. Now you want to cram 250+ "units" without an environmental impact plan and no mitigation for the impact on the surrounding community. All the rest of us are simply meant to absorb this. For the benefit of whom?

The city of Bellingham has the ability to manage growth and development in ways that are beneficial for the land and the community. It would be really great to have protections for large trees and habitat spaces. We can incentivize development that benefits the people who live here. It doesn't have to be this way. We can do better than this. Thanks

Files

Documents or images related to your comments.

Email

robwhitner@msn.com

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/19/2022

Aven, Heather M.

From: Nancy Wopperer <nancywopperer@gmail.com>
Sent: Tuesday, February 22, 2022 7:10 PM
To: G.Proj.City View
Subject: city view

Please do not permit building 7 days a week; it will be extremely disruptive to the neighborhood. Neighbors need at least one day of quiet during construction to hear the birds sing and be ready for all the construction that will be going on the rest of the week.for months on end.

Nancy Wopperer
821 Nevada st.

Aven, Heather M.

From: Erik Bernhoft <ebernhoft@hotmail.com>
Sent: Wednesday, February 23, 2022 10:56 AM
To: G.Proj.City View
Subject: Cityview SEPA Comments

To Whom It May Concern,

I write again in utter dismay of the City of Bellingham's actions with progression towards the permitting of the Cityview proposal and determination of non-significance regarding the environmental impact SEPA report.

I have time and again expressed caution and concern regarding size, scope, scale, and undue impact of the Cityview Project. It's inappropriately placed, out of character of the neighborhood, exorbitantly dense (in excess of zoning regulations).

I'm utterly disgusted with City's conduct in this process and once again warn that an improper decision regarding the non-significance of the environmental impact of the SEPA report that has monumentally negative impacts for the future of our community.
Regarding the SEPA report specifically:

- I'm outraged that construction would be permitted 7 days per week and the undue strain that this places on an otherwise quiet neighborhood of Bellingham.
- Furthermore, hours of work should be shortened to a maximum of standard business hours (9am-5pm), although construction should not proceed at all as proposed.
- I again warn of the corrupt/flawed traffic studies and express concern on undue strain on narrow neighborhood streets. It is only a matter of time until it results in accidents.
- The efforts to mitigate noise and visual disturbance of Cityview on the immediate neighborhood is a pathetic veneer and woefully inadequate to prevent undue impacts on the neighborhood around it.

The City of Bellingham has time and again shown that it disinterested in critically evaluating the true impacts of the Cityview proposal. I write to the city one last time to compel you to open your eyes and see the massive overreach of this project and it's negative impacts for the community, neighborhood, and future residents of Bellingham. Stop this façade of "due process" and actually critically evaluate what is right, just, and appropriate for our community and it's members.

-Erik Bernhof

Aven, Heather M.

From: Richard Conoboy <riton@comcast.net>
Sent: Wednesday, February 23, 2022 9:16 AM
To: Bell, Kathy M.
Cc: Nabbefeld, Kurt D.
Subject: Comments on Mitigated Determination of Non-Significance (MDNS)

Richard Conoboy February 23, 2022

Comments on Mitigated Determination of Non-Significance (MDNS) PDP2019-0015/DR2019-0036/CAP2019-0037/SEP2019-0039

My comments are placed in BOLD at the end of each section.

3. Animals
The environmental checklist description regarding animals is adequate to conduct SEPA review. Public comment raised concerns over the loss of wildlife habitat resulting from the Proposal. In addition to the animals listed on the checklist, public comments indicate bobcats and cougars have been observed in the general vicinity of the Proposal.

Some habitat loss will occur due to site development. However, a wildlife corridor will remain. The corridor is comprised of the city-owned 15-acre forested property to the north, the 5.5-acre retained forest on the project site, and undeveloped forested properties on the south side of Consolidation Ave.

The site does not contain any wildlife species on the State's Priority Species and Habitats List, but it does contain habitat that is on the list. Forested areas with snags (dead standing trees) and downed wood are present, and this habitat is known to be used by pileated woodpecker and the big brown bat. These habitat features will remain within the retained forested area on the site and protected in perpetuity through a conservation easement.

The addition of the variety of native plant species included in the Landscape Plan will provide habitat that is not present on the site currently. Species using the site are likely to continue to be those that tolerate urban development.

No additional mitigation beyond city code requirements is necessary for this Proposal.

Comment: The developer's SEPA response concerning animals indicated the presence of one animal species – deer. The risible answer to this question by the developer ought to cause the entire document to be rejected because of sheer ridiculousness, lack of

due diligence and demonstrated lackadaisical attitude. What my mother would call a lick and a promise. Nobody who has spent more than a week in that area knows of the cougars and bobcats, as finally admitted by the city in the first paragraph above, but also fox, coyotes, rabbits, squirrels, racoons, eagles, owls and plenty of song birds. What this project would do is narrow even further the existing wildlife corridor which would push that wildlife into the adjacent streets and housing areas with concomitant dangers for the wildlife and residents as well. Counting on the forested areas to the south of Consolidation Ave for continued habitat is not valid in that this area is still open to development of homes along the 46th and 47th Streets rights-of-way. It will soon be gobbled up by development and serve no purpose as a habitat.

7. Environmental health

The environmental checklist description regarding environmental health is adequate to conduct SEPA review. Public concerns were raised that the Proposal would increase noise. Project noise can be categorized as short and long-term; short associated with construction and long associated with operational functions.

Short-term noise associated with construction is anticipated but should not be above what would be typical of a multi-family development within the city. The surrounding neighborhood is well developed and the construction noise could impact neighbors if conducted beyond typical work-day timeframes. Construction timeframes should be limited to reduce the short-term noise impacts associated with construction.

The public concerns regarding long-term operational noise did not include, and the city could not find, any data to support a finding that the proposal will increase noise beyond that which is typical and anticipated of a residential development of this size. Multi-family use and its associated noise have long been considered appropriate in this area based on the longevity of the adopted zoning and no mitigation is necessary for long-term noise generated by the proposed use.

Required mitigating measure:
To reduce the potential impacts associated with short-term construction noise, exterior construction activities shall be limited to between the hours of 7:30 am and 6:00 pm, seven days a week. Interior construction activities are allowed between the hours of 7:30 am and 10:00 pm

Comment: To compare the "long term" noise of this project with normally occurring noise in the surrounding area boggles the mind. Three hundred students recreating at various times during the day and the night and weekends within 50-100 feet of the backyards of adjacent single family homes is far from any normality

in the neighborhood. The developer has chosen to reserve, all along the western edge of the property, a rather large strip of land for recreational purposes and to provide picnic tables and benches. Can anyone reasonably expect a line of trees to block loud voices, music, etc.? Claims that there are city codes to cover noise complaints is totally unrealistic in that *the police must actually hear* the disturbance, or no citation can be given. Noisy gatherings that stop and start over long periods are completely outside of any reasonable control whatsoever. The noise code is often cited by the city when confronted with development where noise is a factor. The truth is that the noise ordinance is practically worthless.

As for construction noise, I note that the applicant has asked for authorization to build the dormitory project in 2 phases. That will considerably lengthen the construction period that will force on the neighborhood two periods of construction, concomitant noise, issues with parking of construction vehicles, the going and coming of heavy equipment, dirt, dust, etc.

8. Land and shoreline use

The environmental checklist description regarding land and shoreline use is adequate to conduct SEPA review. The vacant parcel is located in Area 17 of the Puget neighborhood and zoned Residential-Multi Planned with a 5,000 square-foot per unit overall density. The project site has been zoned this way for several decades indicating that multi-family development has been anticipated and planned for in this area. Abutting properties have residential land use classifications.
The proposal will not displace any persons and it is anticipated that approximately 318 persons would reside within the Proposal. These numbers do not take into consideration a vacancy rate, that is typical for multifamily uses, to accurately define an actual count of persons that are residing within the Proposal at any given time.

The property has not been used as working farmlands or forest lands and is not within shoreline jurisdiction of any shoreline of the state. Portions of the property have been designated critical areas due to the presence of on and off-site wetlands and geologic hazardous areas. Landslide hazard areas are present along the eastern property boundary and several areas of the interior of the site qualify as erosion hazard areas, both of which are described and shown in the Geotechnical Engineering Report (Exhibit A.3).

No mitigation is necessary to mitigate the proposed land use in addition to the authority given by code to appropriately condition land use decisions to ensure compliance with the municipal code.

Comment: "The vacant parcel is located in Area 17 of the Puget neighborhood and zoned Residential-Multi Planned with a 5,000 square-foot per unit overall density." **I think it has been demonstrated that the density for this lot was never correctly established even though it went through a rezoning process involving the city council. See Attorney Buri letter of February 6, 2020 RE CityView Proposal, PDP2019-0015; DR2019-0036; VAR2019-0009; CAP2019-0037; SEP2019-0039. To say that the density is now what the surrounding density is would be to administratively reverse the prior process which involved extensive horse trading and deals on densities for the original Hawley Tract. The density should have a detailed relook by the planning commission and the city council in a Type 6 rezone process.**

2. Recreation

The environmental checklist description regarding recreation is adequate to conduct SEPA review. Public comment raised concerns regarding Comprehensive Plan consistency and pedestrian safety. The Parks, Recreation, and Open Space Plan (PRO Plan) chapter of the Comprehensive Plan identifies a proposed multimodal trail corridor running east-west, connecting Nevada St. to the intersection of Puget St. and Consolidation Ave. A trail terminus at Consolidation Ave. and Puget St. as generally shown in the PRO Plan would deposit trail users at a narrow, curved street that lacks both pedestrian and bicycle facilities. Staff worked with the applicant to identify an alternative trail alignment that provides equivalent connectivity to that shown in the PRO Plan, while ensuring the safety of trail users and suitable multimodal trail terminus locations.

A proposed public trail is identified in the CityView Grading Plans (Exhibit A.9). It shows a trail from the end of the new segment of Consolidation Ave. connecting to the end of the 46th St. right-of-way. The trail corridor will allow users to safely access existing Samish Neighborhood connector trails off Byron Ave./47th St. and Racine St. The trail proposal fulfills the intent of the PRO Plan to provide a continuous trail network and safe connection to the Samish Crest Open Space Trail network to the south.

Final trail alignment, grades, and design will be reviewed and approved in accordance with the City's Design Standards for Park and Trail Development, specifically section 02505.01. A perpetual public trail easement, meeting the requirements of Park and Trail Development standard 00000.10, will be dedicated and recorded as part of development of the property. The conservation easement will include a public access easement for that portion of the trail located in the retained forested area.

Park impact fees will be assessed when building permits are issued. These fees are intended to help offset new development demands on parks and recreational facilities pursuant to Chapter 19.04 BMC.

No significant adverse impacts concerning recreation are anticipated and no mitigation measures are necessary.

Comment: "Staff worked with the applicant to identify an alternative trail alignment that provides equivalent connectivity to that shown in the PRO Plan, while ensuring the safety of trail users and suitable multimodal trail terminus locations." **Unfortunately, the staff did not work with the neighborhood at the same time. Earlier comments pointed out that the trail will soon provide ready access to observant residents of and visitors to this dormitory complex for the purpose of overflow parking on 46th St., Byron Ave, and 47th St. The city should provide as part of the permitting process, if the development is unfortunately approved, a requirement for the developer to cover all costs for the establishment of a residential parking zone for the above-mentioned streets.**
Moreover, the so-called "trail" that goes south from the corner of Byron and 47th Sts is a social trail that is actually on the 47th St right-of-way with private, developable lots on either side. The official city parks trail is at the south end of Racine St. one block to the east. There is no way to access that official trail on Racine except to get back onto Consolidation (at 47th St.) going east where there are no sidewalks on a street that is for all intents and purposes an arterial, that is, essentially a continuation of Puget St.

General Comment:
Finally, with all the requirements placed in the permit, after construction the dormitory complex will very likely be sold off to investors just like the most recent private dormitory complexes ending up in investment portfolios of those who will never set foot in Bellingham or spend a dime in our restaurants, retail shops and service providers. These people will care not a fig for the student tenant or the neighbors. Another cementing of the process of landlordization of this city's housing to the benefit of monied interests without producing one shred of affordable units. Death of a municipality by a thousand cuts.

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 3:29 PM
To: G.Proj.City View
Subject: 44th St improvements

To whom it may concern concern,

Since city view drivers have free will to drive anywhere, which will include 44th St where there will be many drivers, the following street improvements are imperative that both developer/cob should pay for:

1. Street lighting
2. Curb/gutter with sidewalks
3. Street widening
4. Other speed control measures even speed bumps to reduce driver speed.

Again, if I'm hit riding my bike or getting the mail, I will go after the driver and secondarily cob for allowing this easily recognizable hazard to exist when pointed out. What we are talking about is medical along with pain and suffering. It's current state is such is because cob failed in 1990 to require developer to put in this pointed out infrastructure.

Don't fail us AGAIN!

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 3:31 PM
To: G.Proj.City View
Subject: 44t st pic
Attachments: 20220218_160134.jpg

We need sidewalks curb/gutter streetlighting and a wider profile street to match Nevada.

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 3:44 PM
To: G.Proj.City View; Donald Diebert
Subject: Samish way apt. Complex -off samish way
Attachments: 20220223_090036.jpg

To whom it may concern:

Hey cob, any parking demand analysis here? I doubt not. Cuz if you did you failed. Overflow parking everywhere and no sidewalks. What the hell are you thinking?? ? Let me guess, cob required bike racks and a 3yr transportation report on just how mitigation measures worked. You still failed. I ain't having it.!!!

Again, 318 parking spaces for tenants plus another 100 parking spaces for additional roommates plus another 50 for visitors. From this, you need minimum468 parking spots. That's another 205 parking spots needed. To sssume that incapable students will bicycle up the 4 steep grades to City View is just stupid, juvenile and delusional. It ain't happening. I do it daily and I'm 63 in addition to cycling around town and on long distance tours. Of all the students that live around here, I have been living on 44th for 26 yrs, no students bike. Based on the seap, this project should not be permitted or built.


OPEN
BFG8036
C622G5U

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 4:06 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: High school alculturation/Sehome HS
Attachments: 20220218_115015.jpg

To whom it may concern:

A pic of sehome hs. What do you see here but a field of cars used by juveniles to drive to school. Unfortunately, I pay through property taxes actual school busses. In addition, we have excellent WTA bus service. The point I wanna make here is that kids will not use alternative transportation busses, walk or even ride a bike when they can drive everywhere including from city view to wwu, whatcom cc or Bellingham tech. Given this, you are not gonna convince these kids to bike. Hence, with inadequate parking as mentioned all feeder Streets surrounding city view will be littered with cars. And your 3yr annual report to cob from the developer will indicate the same. And your mitigation strategies cob has listed none because you have none!!!!! City View has been built in a low class neighborhood that you care nothing about. Try buying this in Edgemoor. This is class issue where you do not respect us. While fringe student housing was ok, but to drop a huge multifamily complex in middle of single family area is dam offensive and plain stupid. I'd be different if City View was here first. That being the case, I'd never would have purchased here.... Period!!! Cob was foolish for allowing this to play out as it did. Some dirty dealings???? Maybe suppeanoas could reveal somthing.

On another subject, of city view is permitted and built, is there a fund that would assist homeowners relocate. Probably not. Maybe a class action lawsuit would. If it's bad, I will leave along with others turning this once nice area into a student ghetto just like the samish way apt complex I featured with loads of onstreet parking. It looks like garage and this neighborhood will to in time.

As such, city view should not be permitted/built

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 4:15 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: Home damage
Attachments: 20220223_121528.jpg; 20220223_121522.jpg

To whom it may concern,

When I told students to turn down music, they fired a bb/pellet gun damaging my front window then penetrating my siding. With cob police busy they will not respond to noise complaints like they used to. As such, I've had arguments over noise that almost resulted in a fist fight with a drunken student. I had one drunk student try to break into my home while I was asleep.

What am I to do???????

Bottom line, students and single family residents do not mix as they don't care, they are short-term residents and many are disrespectful. Zoning criteria should be revised to include single family, multi-family and students.

Based on my arguments, city view should not be permitted/built

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 4:27 PM
To: G.Proj.City View
Subject: Myself
Attachments: 20180723_160250_HDR.jpg; 20180802_140250_HDR.jpg; 20220128_132551.jpg

To whom it my concern.

I've been bike commuting for 42 yrs and bike touring for 46 yrs while swimming a mile daily for 41 yrs 6 days/wk and running going on 51yrs. Iam out there daily in winter riding with a mild studded tire. I know what I'm talking about which provides the basis of my opinions.

I live my values, by riding a bike rather than driving everywhere by a car or at every move like my student neighbors who are 40 + yrs younger than me!!!!!!??????

Jim Le Galley


THE UNIVERSITY OF MANITOBA

Saskatchewan,
Naturally.

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Wednesday, February 23, 2022 3:21 PM
To: G.Proj.City View
Subject: 44th St student neighbors
Attachments: 20220223_085413.jpg

To whom it may concern,

Pic is view of my student neighbors on 44th. As you can see, all cars here and no alternative transportation such as bikes. Why, they don't care and they are physically incapable of climbing steep to home. The same will be true for tenants of city view. They will drive and there will be cars throughout neighborhood littering the street like a student ghetto. AGAIN, this is not Europe we lack the bike infrastructure to encourage this behavior. To assume otherwise is delllusional.


BYD2353
ATL5481
BYG8927

Aven, Heather M.

From: Andrea Lubeck <andrea_linus@yahoo.com>
Sent: Wednesday, February 23, 2022 3:19 PM
To: G.Proj.City View
Subject: Opposition of development

To Whom It May Concern,

I write again to express strong opposition to the City of Bellingham's actions with progression towards the permitting of the Cityview proposal and determination of non-significance regarding the environmental impact SEPA report.

I have significant concern regarding size, scope, scale, and undue impact of the Cityview Project. It's inappropriately placed, out of character of the neighborhood, and exorbitantly dense in excess of zoning regulations.

I am disgusted with the City's conduct in this process and warn that an improper decision regarding the non-significance of the environmental impact of the SEPA report will have monumentally negative impacts for the future of our community.

Regarding the SEPA report specifically:

- I'm outraged that construction would be permitted 7 days per week and the significant undue strain this would place on an otherwise quiet neighborhood of Bellingham.
- It is also not appropriate to allow lengthy hours of work both for the wellbeing of workers as well as the aforementioned noise insults. Standard business hours (9am-5pm) would be humane, although construction should not proceed at all as proposed.
- I again warn of the corrupt/flawed traffic studies and express concern on undue strain on narrow neighborhood streets. It is only a matter of time until it results in accidents.
- The efforts to mitigate noise and visual disturbance of Cityview on the immediate neighborhood is a pathetic veneer and woefully inadequate to prevent undue impacts on the neighborhood around it.

The City of Bellingham has time and again shown that it is disinterested in critically evaluating the true impacts of the Cityview proposal. I write to the city one last time to encourage you to open your eyes and see the massive overreach of this project and it's negative impacts for the community, neighborhood, and future of residents of Bellingham. Stop this façade of "due process" and actually critically evaluate what is right, just, and appropriate for our community and it's members.

Sincerely,

Andrea Lubeck

Aven, Heather M.

From: Tresa Mariotto <mariocart85@gmail.com>
Sent: Wednesday, February 23, 2022 9:13 PM
To: G.Proj.City View; MY - mayorsoffice@cob.org; CC - Shared Department (ccmail@cob.org)
Subject: City-view

Why are you set on destroying neighborhoods? These are not affordable housing complex for families- this is housing for Western- plain and simple! Mr. Fleetwood you're a crook and that goes for each and every council member!

Check out Nextdoor- people are complaining about the excessive building in established neighborhoods- the rampant crime. All these apartments are doing nothing but destroying housing values in the neighborhoods providing housing for students WHO LEAVE!

The homeless problem is worse - I am a runner and I have started to carry mace- because of the drug addicts and homeless men living in Cornwall and Whatcom Falls. Been to Civic field lately- behind the Sportsplex campers,BBQ abandoned cars and barking dogs it's looks like a scene from the walking dead-

The SEPA is pure fiction- there is no way Wetlands are accounted for- Marionberry floods every year- all those home have pumps. What about the wildlife? 257 parking spaces 2 1/2 stories! Where do you live? Do you want headlights shining in the back of your home? Traffic- Every single day I observe some ass of a college student blow through a stop Consolidation Byron or coming out of one of the existing complexes on those streets including Lindsey and Elwood- Shame on you all of you! You have been lying for 5 years each report gets the developers of this obscene project closer to what they want…MONEY

Just remember as you brew you bake!
Sent from my iPhone

Aven, Heather M.

From: Lucas Nardella <nardellalucas@gmail.com>
Sent: Wednesday, February 23, 2022 9:33 AM
To: G.Proj.City View
Subject: Public comment in opposition to City View

The City View project is not in the best interest of the citizens of Bellingham nor does it perpetuate the values and ideals of the local community and neighborhood. City View is determined to maximize income in exchange for the character and appeal of the local neighborhood. The city must consider the following concerns and reject City View:

The surrounding neighborhood is primarily single family with some small multi-family units. The land may be zoned for what the developer is attempting to develop, however the local streets and type of residents the project would attract will create congestion, parking issues, and safety concerns with speeding and increased traffic at intersections. City View is perched on top of a hill which encourages people to speed while traveling downhill. City View mentions most of their residents will be pedestrian traffic (bike or walk), but City View does not mention how the hill will discourage pedestrian traffic due to the difficulty of biking and walking up thereby increasing car traffic.

There are more suitable areas of land for this type of project. Specifically the open space on Lincoln st, near Viking Circle; or the abandoned movie theater on 36th/Fielding Ave; or a portion of the park and ride on Lincoln st with underground parking? Why would the city allow the destruction of forest/open space when there are vacant buildings or previously disrupted land that could be repurposed?

The local neighbors values open space for wildlife, aesthetics, and recreation. The Puget/Samish neighborhood lacks access to parks/open space within walking distance of their homes; the city has an opportunity to acquire said land and promote park access creating a forever resource for all, promoting the very value of the City by “supports a healthy community by providing high quality parks and recreation services” (COB parks Website).

Specifically to the land plot, there is significant water run off which will only increase with City View. Sure the developer has found a way to “mitigate” storm water, but with increased impermeable space, there will be more run off increasing the risk to homes and home owner’s downhill of the project.

City View will change the appeal of the neighborhood decreasing homeowners’ home values.

City View has had significant opposition from the community; how can the city allow this project when the majority of citizens are not in favor of it?

The city must do the right thing and reject City View.

Thank you for allowing comments.

Lucas

Public Comment

Name

George F. Sanders

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

Topics available for online public comment are listed above. If no topics are listed, there may be opportunities for public comment on various topics through email, letters, and public comment periods during meetings.

More information on this topic can be found at https://www.cob.org/cityview

Comment or Testimony

BUILD A PROPER STAIRWAY--no zig-zag gravel path.pdf -- ATTACHED

Files

BUILD A PROPER STAIRWAY--no zig-zag gravel path.pdf

Documents or images related to your comments.

Email

gsanders@openaccess.org

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

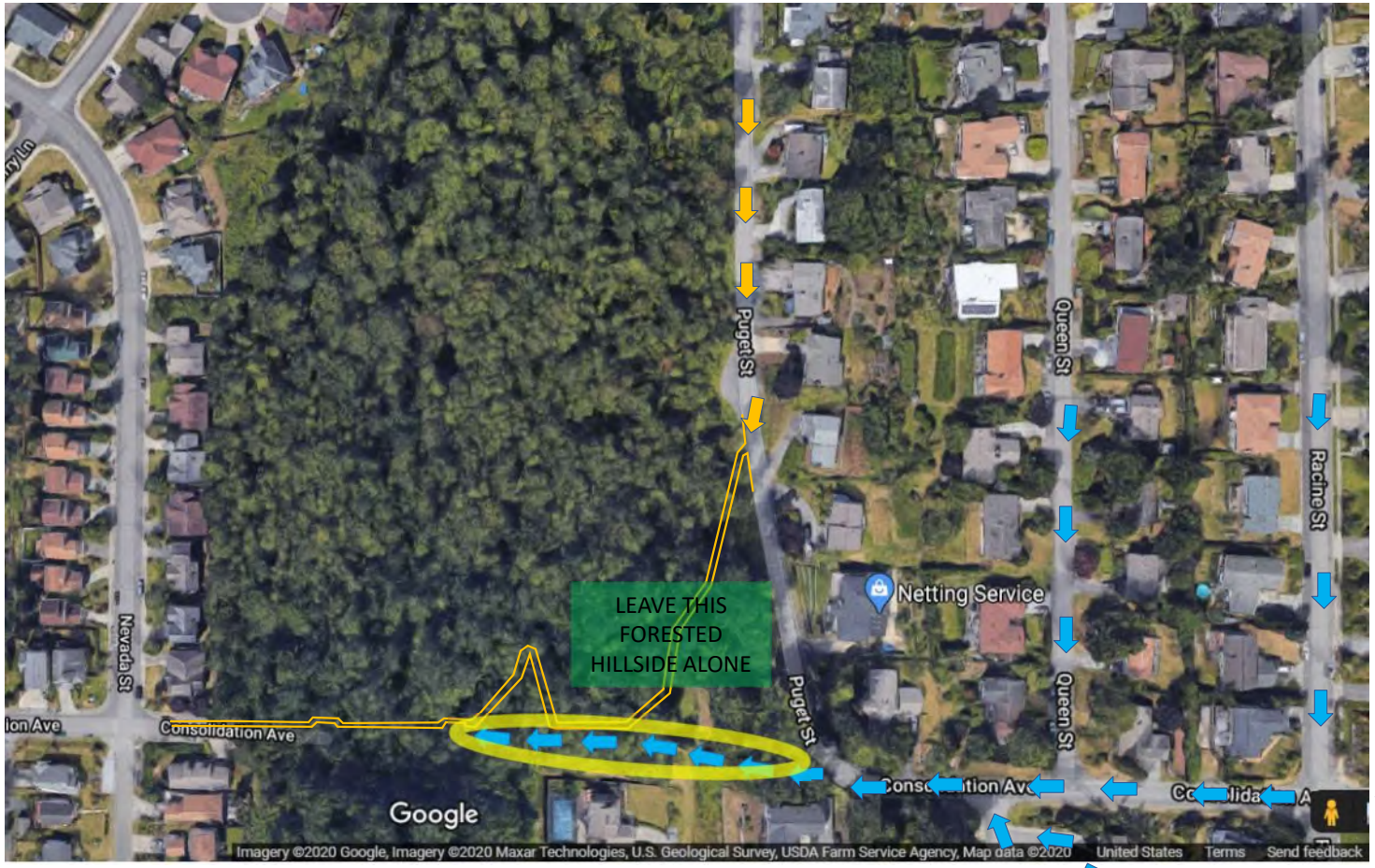
2/23/2022

BUILD A PROPER STAIRWAY!

No Zig-Zag gravel path


Puget Street
PUGET ST.
CITY PARK
46TH ST.
TP-3
TP-4
TP-5
TP-2
CONSOLIDATION AVE.
45TH ST.
LEAVE THIS FORESTED HILLSIDE ALONE
BUILD A STAIRWAY HERE
FOLLOW EXISTING MUDDY PATH

existing muddy, primitive trail shortcut will continue to attract pedestrian foot traffic



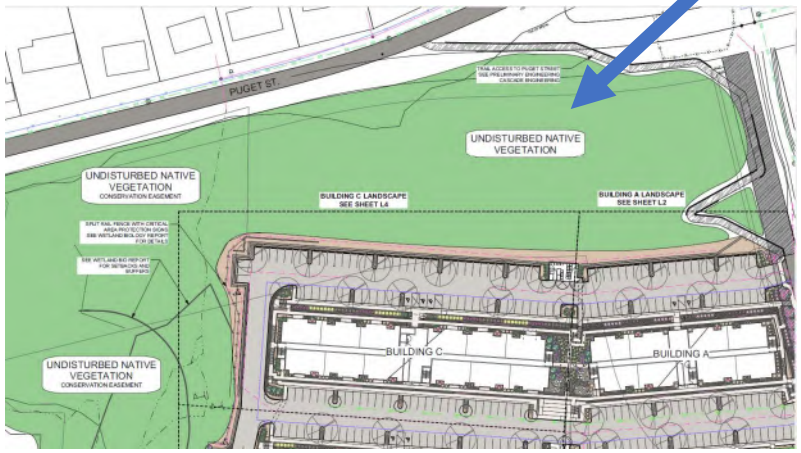
Pedestrians will always take the shortest route, especially downhill. The proposed gravel foot trail would be short-cut daily by pedestrians in favor of the existing unimproved trail going straight downhill towards the WWU park-and-Ride.

FOOT TRAFFIC ANALYSIS

BUILD A STAIRWAY HERE

FOLLOW EXISTING MUDDY PATH

Why Has the Southern Portion of the Steep Hillside Lost Its Proposed Conservation Easement Protection in this Foot Trail Design?

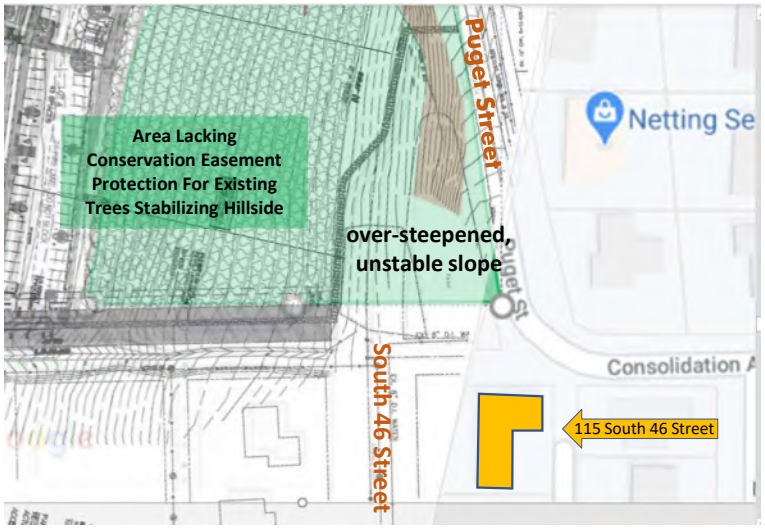


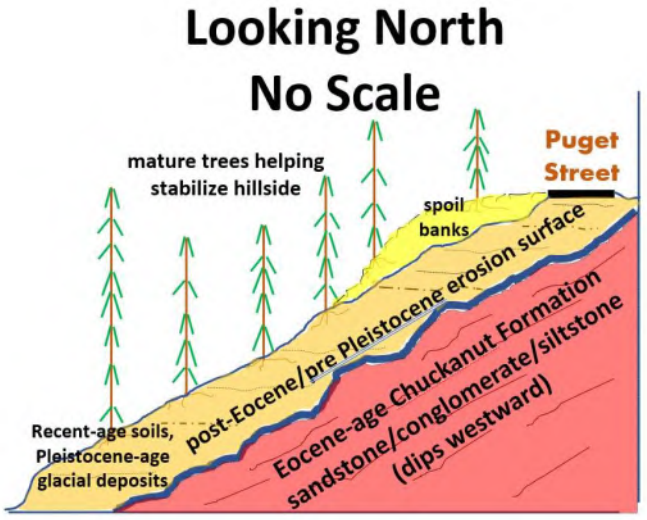
The First Priority To Protect Critical Area Slopes Is To <u>Never</u> Cut the Trees At The Top!

How Many Trees Will Have To Be Cut In Order To Construct This Gravel Foot Path?

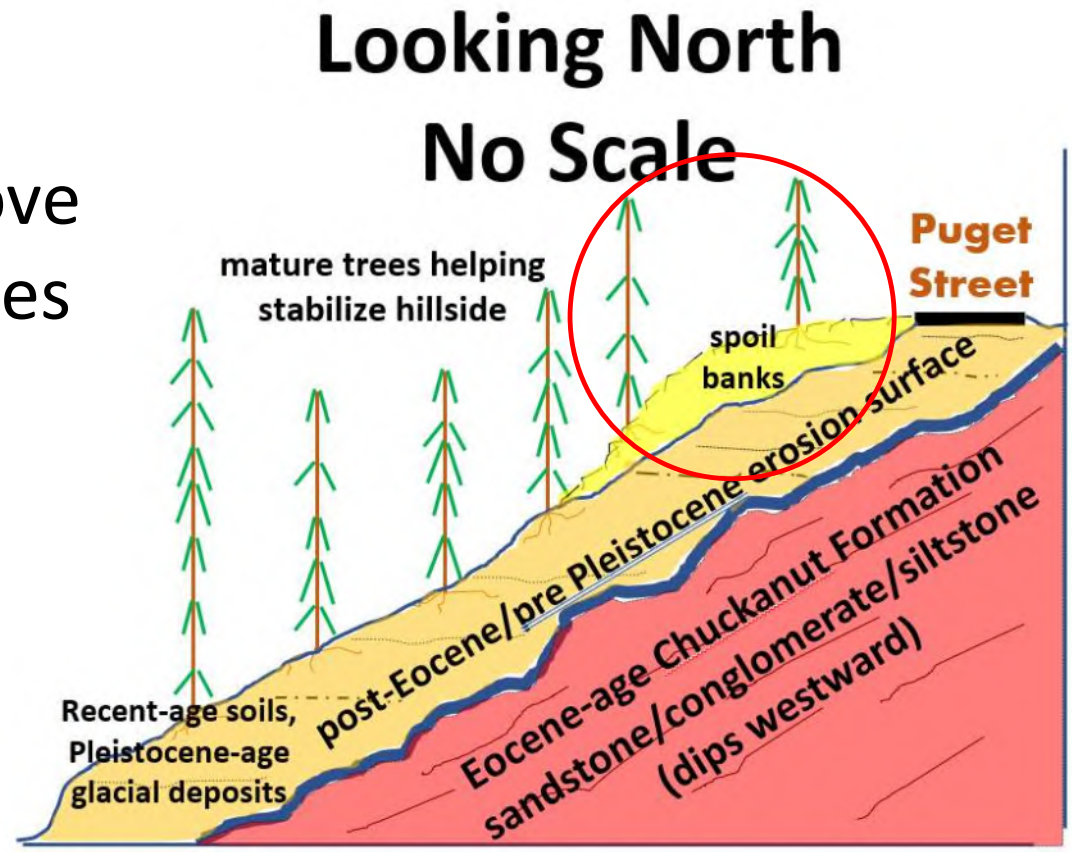
After construction of this gravel footpath, the formerly tree-covered, steep, potentially unstable slope will be largely denuded

the over-steepened, potentially unstable spoil banks left over from Puget Street construction can be seen at the northern end of S 46 Street





don’t remove mature trees



don’t saturate unstable soil

extreme precipitation events threaten more runoff from Puget Street

Aven, Heather M.

From: S J <businesscalls@outlook.com>
Sent: Wednesday, February 23, 2022 12:30 PM
To: G.Proj.City View
Subject: Comments on the MDNS

Comments regarding the CityView “mitigation”

General comment #1:
I have been following this issue closely, but I find it difficult to interpret what is and is not agreed to from this document. If you pretend to be a government of the people, by the people, and for the people, it would be nice if you spoke to the people. PCDD? SWPPP? BMP? Mitigation Elements Nos. 7, 11, and 12? And so on.

General comment #2:
Does the issuance of this document mean that the developer met the finalfinal October deadline? Does it mean that he finally answered some of the outstanding questions? Our representatives have asked both Planning and the mayor about this repeatedly and gotten no response. Clearly you correspond frequently with the developer. Is it too much to ask that you communicate with the victims? Why is this secret? It is our livelihoods and quality of life that you are trading for this absurd construction.

Project Description:
One issue that was included in the last RFI (last that we’re aware of) was insufficient parking. In the project description I see that you specify only 257 parking spaces. For 318 rooms in the tenement, many of which can be expected to have more than one occupant (plus guests, business vehicles, etc.). Where are you proposing that all of these cars park? In our yards?

No environmental impact statement required. Are you crazy? Ask Rio de Janeiro about that plan. Ask Oso.

Mitigating Conditions Required for this Proposal:
Element 1.a.ii:
We have asked you many times to prohibit any separate financial fee for on-site parking. We have seen the result of such fees on Ashley and Maple. Here you specify no fees for bicycles, but don't mention cars. We were not worried that our neighborhood would be congested by curbside parking of bicycles. What about cars?

Element 1.vii:
Very hazy here. What happens, especially on this parking question, if having a few hundred additional cars blocking our streets causes a problem? Is there a plan for how to double the parking capacity if necessary?

Element 1.b:
Developer pays 1.4% for traffic signals necessitated by the tenement. Who pays the rest? Surely you won’t expect us to pay for our own ruination.

Element 2.a.iii:
You don’t what the plan is to get massive construction machinery and supplies through our residential streets. Shouldn’t that have been spelled out by now? What happens to all the cars that park on our streets already? Street closures? Sidewalk closures? Please think about what you are planning to do to us and spell it out.

Element 4.a:

Four lines regulating whether we take a chance on the slope sliding down on top of us. “Evaluate site conditions.” I’ve asked before: who is responsible if houses are made unlivable or people are injured or killed by Sepler’s (now Nabbefeld’s?) Folly?

Section 5:
This whole section is terrifying. The results of all the attempts to “mitigate,” “minimize,” “reduce,” “limit” injury and harm won’t be known until the damage has been done.
Please add a section that specifies a procedure for compensation claims from citizens should this turn out to be as bad as it looks.

Section 7:
This plan is not sufficient. You don’t live in the neighborhood so you don’t know how noise behaves here. Our houses are close together with few significant trees or other buffers. It’s like a room with no carpet, drapes, or soft furniture. Noise reverberates. When a neighbor needs a new roof, we all suffer. But for days. Months of the kind of noise this monster is going to generate will be maddening. Please restrict to, at most, regular working hours: 8 to 5, 5 days a week.

Site plan:
Could you please verify that the buildings in the overhead view are drawn to scale? The house outlines and the tenement outlines don’t look comparable. This might be an optical illusion, but it would be nice to at least have the pictures accurate.

Aven, Heather M.

From: Kathy Taylor <kataylor.alaska@gmail.com>
Sent: Thursday, February 24, 2022 9:08 AM
To: Bell, Kathy M.
Subject: Re: Notice-MDNS 4413 Consolidation Ave CityView available online

To: Kathy Bell, City Planning Department
To: All Bellingham City Council Members

This is my response and concerns regarding the SEPA report for construction of the City View complex.

1. It is completely unreasonable for the residents that surround this complex in single family homes (not a Commercial Zone) be subjected to construction noise SEVEN DAYS A WEEK. Five days a week should be the maximum to give residents a fair opportunity to live their lives without the stress of high level noise disturbance. Most families in the area are home by 5:00 and expect a modicum of peace and quiet to enjoy, family, prepare meals, etc. The Planning Department's use of the term "SHORT TERM" construction noise is laughable, especially considering that the developer has indicated a desire to complete this project over a TWO -YEAR PERIOD. Please do not allow this project to disturb and disrupt this community for two years!

2. Regarding 5B. LANDSCAPE BUFFER along western boundary.
I do not see any landscaping proposal for the buffer between the City View Complex and single family homes on Nevada St. The drawings included in this mailing only refer to Queen St. and Racine ST. Any shrub or tree planting, as stated in letter, "TO MAINTAIN A VISUAL AND FUNCTIONAL BUFFER BETWEEN THE DEVELOPMENT AND ADJACENT PROPERTY, need to be at least 8-10 feet tall to BEGIN with to give any visual separatipn

Lastly, it seems highly unjust that there is no Appeal Process for decisions made by the City SEPA report that impact hundreds (HUNDREDS) of current residents in the immediate area of this development.. Many decisions were made without consideration for those of us that live nearby. We all pay our property taxes and should have more of a weighted say in decisions made to our detriment.
I hope you will understand what a blow to my well being this has been over the past 2 years. And of course moving is a huge undertaking that I should not have to contemplate or endure because of poor decisions made by the City, City Planning Department, etc.

Kathleen Taylor
814 Nevada St. (senior resident for over 12 years.)
Bellingham, WA.

cc: All City Council Members

On Wed, Feb 9, 2022 at 11:45 AM Bell, Kathy M. <kbell@cob.org> wrote:

> Good afternoon.

You are receiving this email because you have provided public comment on the proposed CityView project. Today, February 9, 2022, the responsible SEPA official issued a Mitigated Determination of Nonsignificance (MDNS) for the CityView proposal.

The MDNS and Exhibits are available online at www.cob.org/notices. Scroll down under the Mitigated Determination of Non-Significance until you reach SEP2019-0039 4413 Consolidation Ave.

Thank you for your interest in this process. *Please let me know if you'd like to be removed from this mailing list.*

Kathy Bell, Senior Planner

City of Bellingham

Planning and Community Development

Tel: (360) 778-8347

Website: www.cob.org

Tell us how we're doing!

Permit Center survey

As of January 21st, 2022 the Permit Center is temporarily closed for walk in customers

Telephone and email assistance continues Monday through Friday 8 a.m. to 5 p.m.

Online applications, inspections and email application submittals available 24/7 via eTRAKiT and Permits@cob.org

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Public Comment

Name

Susan Staley and Christopher Wiscavage

Full name or organization

Your name is required for identification as a part of the public record.

Choose Topic

CityView Project

Topics available for online public comment are listed above. If no topics are listed, there may be opportunities for public comment on various topics through email, letters, and public comment periods during meetings.

More information on this topic can be found at https://www.cob.org/cityview

Comment or Testimony

2/23/22
Susan Staley and Christopher Wiscavage's Objections to CityView
Re: City of Bellingham Planning & Community Development Department (PCDD)
Mitigated Determination of Non-Significance – MDNS of 2/9/2022

The CityView Project contains many issues that are not accurately portrayed in the reports that have been filed and responded to in the MDNS report that just came out.
It is not like any other in town and is extremely invasive to the environment and the established neighboring single-family home community.

Related to the Environmental SEPA checklist, it said "to reduce the potential impacts associated with short-term construction noise, exterior construction activities shall be limited to between the hours of 7:30am and 6pm, seven days a week".
This is still extremely disruptive to the neighborhood and allows for absolutely no quite time during the day, or early evening, on Any day of the week! No rest from the noise for all who work at home (from before covid and will continue after) or who have children or are elderly who nap and are ill. The schedule should be reduced to at least 6 days a week, or even 5 days a week for environmental and mental health, and to have consideration for the impacts created on the humans, not to mention the wildlife!
Under Mitigating Conditions Required for this Proposal: Section "to mitigate for impacts on the transportation system, parking, and pedestrian safety and to reduce auto-dependency".
All of the responses appear to be items that will cover the behinds of the future people who will receive the lawsuits that will ensue from the increase in traffic, parking overcrowding and other bike/pedestrian/car and traffic issues and to attempt to deflect responsibility for the provisions by addressing bicycles. It reads like a list of excuses and avoidance of responsibility and an attempt to deflect downstream liability. It reads like "Don't blame us, we thought the CityView apartment-dorms would be inhabited by confirmed bicycle riders." We are avid bicyclists and we are here to tell you that is not the probability NOW or in the future unless you limit the number of vehicles that each apartment owner can own, not just the number of parking spaces. These mitigations are inferior to what would be needed for safety and care of the feel of the neighborhood, (not to mention not enough parking for residents and guests, or adequate roadways. We hope you are taking note of this before any injuries or lawsuits are set against the city. Nevada St. in particular is very narrow with no bike lanes for safety if there were a hundred or more bike riders in a few block radius.
Furthermore, it is not straightforward in any way to assume that what the PCDD is implying (Mitigating Condition 1. b.) that by putting a traffic signal at the intersection of Lincoln and Maple Streets will in any way significantly mitigate dangerous vehicular congestion on Any of the surrounding streets like Nevada St, 44th, Byron, and Consolidation Street, let alone the overflow traffic and parking above CityView on upper Puget, 47th and 46th streets. These streets have limited public parking available to the current residents as it is. Plus on any day you can find many hikers already using these streets for parking to access the trail systems, further limiting the current residents parking needs.
This Maple/Lincoln traffic signal only creates a partial solution for all the students headed toward the WWU campus via Lincoln. This shows that the PCDD is aware that CityView will be mostly students! The rest of the neighbors are equally interested in the grocery stores, downtown, and entering Hwy 5 via the extremely narrow Nevada to Lakeway.
The proposed Staircase up from Consolidation will only create easier access to the complex, from 46th, 47th, and Puget. This creates further traffic and parking issues for the single-family home neighborhood

Files
CityView Complaint.docx

Documents or images related to your comments.

Email

suechrisros@yahoo.com

Your email address will only be used to send you a copy of this comment and any official notifications related to this topic.

Date

2/22/2022

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Amazingly also the city and developers seem to believe that these 300+ humans will never be inviting any friends over to visit, who will drive to the Complex where there is not enough parking for each person, much less any visitors. They will be forced to park in the surrounding neighborhoods surrounding below and above CityView. Students also often keep late hours, which creates trooping through the neighborhoods at night.

The CityView project is not following zoning precedent.

There are no other zonings of this size and impact in other neighborhoods surrounded on all possible sides by single-family homes. It is troublesome to try to determine on what analyses this choice has been assumed. There are no comparably-sized, comparably-sited apartment buildings shoehorned into and/or behind any residential neighborhoods of single-family homes. Our neighbors drove the town to confirm that there are none on any of the following streets. None on Lincoln, Bill McDonald Parkway, Garden, Forest, State, Railroad, Cornwall, Commercial, Harris, Dupont, Meridian, Northwest, Birchwood, Alabama, Woburn, Bakerview, Sunset, James (behind Safeway), or E. Kellogg Road. None.

The CityView project is a harmful mistake, and it should be rejected before it creates havoc for the city with lawsuits due to creating dangerous situations in the neighborhood.

Related to #6 “mitigating impact of loss from forested hillside: I was not sure where else to report this, but the report on the birds that are in this area is largely inaccurate and very under documented. The earlier environmental report only had deer and songbirds checked and maybe one other type of bird, but this is not true and creates doubt as to the accuracy of the rest of the report. If you spend more than an hour in this neighborhood you will see and hear many types of birds, witness nesting and flying birds of many types all surrounding the construction area. We have Eagles nesting in trees right at the construction site, Hawks, Ravens, Owls, Crows, Bluejays, etc. in addition to the songbirds that were noted. These nesting trees are very important in this area to the beauty and ecological diversity of the area, as well as the preservation of birdlife. I did not see this

addressed in the MDNS. The other issues was that it only said the animals seen were deer. We have many other animals, squirrels, mountain lions are the next most common. It would seem necessary to create a plan to preserve the tall trees and consider the impact of the project on ALL the wildlife in the area, not just the little bit the report state it noticed.