



Public Comment

Name

Jim Kosa

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

What Taimi Gorman said!!!!!!'n

Files

Documents or images related to your comments.

Email

jfkosajr@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

2/3/2022

Aven, Heather M.

From: Eastman Art <jeff.eastman@eastmanart.com>
Sent: Saturday, February 12, 2022 8:13 PM
To: G.Proj.City View
Cc: jeff.eastman@eastmanart.com
Subject: My feedback re: "Current Planning Notices" for the CityView project on Consolidation Avenue

Why in the Project Description is this complex still referred to as a "residential multi-family project" when it is obvious to everyone that it will be student housing?

Responses below correspond to the complete State Environmental Policy Act (SEPA) report for the CityView project located under the heading "Current Planning Notices" at:

https://iframe.cob.org/gov/dept/pcd/Lists/notices/Attachments/4453/_SEP2019-0039-FINAL-SEPA-Report-for-CityView-MDNS-2-8-2022.pdf

The next three responses are to items listed under the heading "Environmental Elements"

Page 7 Section 1 - Water (last sentence in paragraph 3)

"The engineer anticipates that with BMPs the majority of the hillside runoff will be intercepted before it reaches the downhill properties, specifically along Nevada Street."

- Only "a majority of the hillside runoff" will be intercepted? That's not good news for the downhill properties. Why not **ALL** the runoff being diverted to newly built storm drains?

Page 15 Section 14 - Transportation: Parking (last sentence in paragraph 5)

"The study finds that based on the unique location factors and national data: • A college student is generally less likely to own a car or if a car is owned, less likely to use it as a daily commuter to school."

- With so many dorm rooms on-campus and an abundance of apartments located just off campus, no wonder many Western students don't need a car. The Cityview complex, however, is not within easy walking distance of the campus and would require nearly a quarter of an hour walk up or down a steep hill between it and the Lincoln Street bus stop.

Page 21 Section 2 - Required Mitigation Measures (first sentence in first paragraph)

"The Proposal will not have a probable significant adverse environmental impact on the environment."

- Why is it only "probable" instead of "**will not have** a significant adverse environmental impact"? This statement is very "wishy-washy" and leaves the door open for excuses.

The next two responses are to items contained in Ex. A.3 Geotechnical Engineering Report

Page 2 Section 2.1. Geology (last sentence in the paragraph)

"Undifferentiated glacial drift could consist of clay or silty sand and gravel. Bedrock is also mapped in the nearby area and it is our experience that the glacial drift mantles the bedrock in the project vicinity."

- Isn't "glacial drift consisting of silty sand and gravel" the same as a bed of very tiny to larger marbles sitting atop the bedrock? Does not seem like a very firm foundation; instead, it seems rather unstable in nature. Would you build your house atop such soil? I certainly would not.

Page 3 Section 2.2.2. Groundwater Conditions (paragraph 2)

"Rapid groundwater seepage and caving soils were observed in the silty sand unit in test pit TP-3 from approximately 7 to 11 feet bgs. This unit consists of sand to silty sand with variable gravel content and is typically loose to medium dense, but also includes some dense soil."

- Test pit 3 is uphill from larger building C. Certainly seems like "below slab drainage systems" would be appropriate for this building along with the obvious need for perimeter drains mentioned in Section 4.0 (Conclusions and recommendations). Construction during the warmer, drier summer will not reveal the "rapid groundwater seepage and caving soils" observed uphill from Building C during our wet season.



Public Comment

Name

Robert Flack, MD. Darlene Flack MS Informatics

Full name or organization

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Choose Topic

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Comment or Testimony

Dear City Council members;

2/12/2022

While the residents in the Puget Neighborhood have understood from the beginning of this proposed project that the interests of the developer would vastly overwhelm the concerns of average homeowners, we still want to express our significant concerns about this huge development.

To call this proposed development a “multi family housing project” is disingenuous at best. It is our understanding that the 106 units will each have three bedrooms and three bathrooms. This layout is what would be expected for off campus housing for college students from WWU, Whatcom Community College and Bellingham Technical College. To suggest that this housing is for “middle income” apartment families is also disingenuous as it is aimed at low income college students who will split the monthly rent three ways to afford to live there.

The SEPA report says the project will have +/- 318 residents with around 250 onsite parking spaces. The report also anticipates only +/- 68 vehicle trips per day. That seems ludicrously low for the likely occupants of these student apartments.

The report also states that these structures will be “not out of proportion to existing homes in the neighborhood”! The largest module will apparently be five stories high!

Many times in the SEMA report the developer states that the location is within “easy walking or biking distance to bus routes, shopping and parks”. The access to this complex from the west by Elwood, Byron, or Consolidation streets involves 3 to 4 blocks each of a significant uphill climb.

The developer mentions erosion and storm water mitigation with “standard mitigation” measures and a storm water vault of unknown capacity. With storms expected to increase dramatically as the climate changes it seems unlikely “standard” measures will be sufficient, and the homes below this massive development will suffer damage.

Because of the concerns mentioned above it also seems very likely the value of our neighborhood’s single family homes will be negatively affected.

Please rethink the approval of this misplaced and poorly thought out student housing structure.

Robert D. Flack, MD

Darlene S Flack, MS Informatics

4217 Marionberry Ln

Bellingham, Wa

Files

Documents or images related to your comments.

Email

rdflack@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

2/12/2022



Public Comment

Name

Keith Moore

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

Comments on CityView - 4413 Consolidation Ave.
Mitigated Determination of Non-Significance (MDNS)
PDP2019-0015/DR2019-0036/CAP2019-0037/SEP2019-0039

The proponent has made several improvements to the project, but the design is still based on a concentration of population for which adequate transportation arrangements have not been made. The high volume of motorized traffic this apartment complex will generate will cost the city significantly. The isolation of the location with three already small and congested access streets creates conditions for increased traffic accidents and frustrations of both apartment inhabitants and neighbors. Time and distance measures have been taken before the quadrupling or more of the concentration of population. Why would anyone choose to live in such a location?

Some issues still needing to be addressed:

1. The increase in secured parking for bicycles is to be applauded, but it still falls short of what would be needed to make this a serious bicycling complex, that would seriously impact routine traffic congestion. A full 300 parking places are needed.
2. The description of the parking spaces sounds good, although it is not clear what this actually looks like and how it would function. Someone certified in bicycle infrastructure should review the design and be retained if construction is ultimately authorized.
 - a. Spaces should be easily accessible
 - b. Well lighted
 - c. Covered against rain
 - d. Designed for secure locking
3. The proposed trail to 46th Street is a welcome addition. However, as currently designed, the trail is excessively steep. Since there will be tree removal and replanting in the lower tree retention area, extending the trail along the grade in a north and south direction could improve both safety and useability.
4. The city should consider converting Nevada, S. 44th, and Consolidation into one-way streets for motorized vehicles to reduce congestion and improve traffic flow.

Files

Documents or images related to your comments.

Email

keithibou@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

2/12/2022



Public Comment

Name

Leslie Shankman

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

- 1) Clearing then leaving uncovered a major part of the site will create unnecessary stormwater run-off likely impacting neighboring properties, and major dust impacts for neighbors.
- 2) Extending construction over two years unnecessarily doubles the noise, dust, and negative environmental impacts to neighbors.
- 3) Parking will be untenable and impact the neighborhood.
- 4) Apartment design is not conducive to serving other than students, no potential for use for family housing needs and out of character with the neighborhood.

Files

Documents or images related to your comments.

Email

leslie.shnakman@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

2/12/2022



Public Comment

Name

Keith Moore

Full name or organization

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Comment or Testimony

see attached documentation on proper bicycle parking in support of my earlier statement

Files

Bicycle Parking feb 2022.pdf

Documents or images related to your comments.

Email

keithibou@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

2/13/2022

AN ODE TO GREAT BIKE PARKING

BY AMELIA NEPTUNE

Boise State University's uncovered U racks - a perfect option for short-term bike parking (anything under 2 hours).



When most people think of bike infrastructure, they think of bike lanes or trails—the infrastructure we ride on. But bike parking is also an essential component of bike infrastructure that is too often overlooked, despite how cost effective and easy it can be to provide.

We know from polling data and personal experience that high-quality bike parking helps more people ride more often, and that the lack of secure bike parking and concerns about bike theft are a barrier for many potential bicyclists. Whether it's biking to work or running an errand, knowing that your bike will be safe and secure when you're ready to head home is critical.

What bicyclist isn't grateful to find businesses and daily destinations that make it easy and obvious to lock their bike safely and securely? Through our Bicycle Friendly America award applications, we see so many examples from communities, businesses, and campuses that have made this essential piece of bike infrastructure a priority. So, in this issue of things we are grateful for, here is our round-up of some favorite bike parking examples from across the country: *An Ode to Great Bike Parking.*

SHORT-TERM BIKE PARKING

Short-term bike parking should always be easy to find and visible to “eyes on the street.” If it isn't visible from your main entrance, there should be obvious and visible wayfinding signage to help bicyclists find it, and security cameras can be used to help keep a watchful eye if needed.



Covered, double-decker outdoor bike parking at Boise State University (Gold-level BFU-Boise, ID) provides even better short-term bike parking that is protected from the elements and safe, secure, and convenient for a large number of bikes in a relatively small footprint.



Bike racks should be intuitive to use—or provide guidance for first-time users if needed.

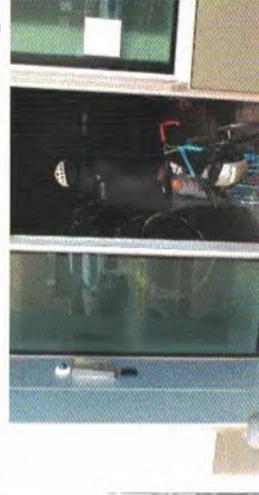


These covered vertical racks at Boise State University have visual instructions on how to securely lock a bike to them.

LONG-TERM BIKE PARKING

For long-term bike parking (anything more than 2 hours), bicyclists tend to prioritize security over immediate convenience. While it doesn't need to be visible from your front door, it should still be easily accessible for all ages and abilities, and well-marked for first-time visitors.

This indoor bike room (left) features high-density double-decker parking to accommodate the many bike commuters who work at NPR (Gold-level BFB - Washington, DC). NPR's indoor bike room is secured by key card access and is easily accessible with automatic opening doors at street level. If your bike room isn't at street level, make sure there are ramps and/or elevators.





Language Dept's indoor bike racks. Photo shared through Language Dept's BFB application.



Target's cargo bike parking in Arlington, VA. Photo courtesy of BikeArlington via Twitter.

BIKE PARKING FOR BUSINESSES

Businesses that have both full-time employees as well as higher-turnover customers or visitors should provide both long-term and short-term bike parking. Smaller offices can offer indoor bike racks in common areas of the business for employees and visitors, like **Language Dept (Gold-level BFB - New York, NY)** headquarters and flagship store shown above.

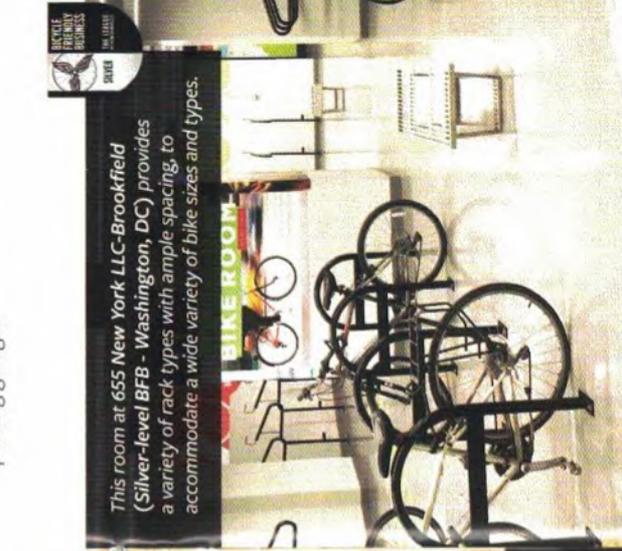
KEEN Corporate Headquarters (Gold-level BFB - Portland, OR) provides both long-term and short-term bike parking with standard staple racks in front for customers and visitors (below left), and a secure indoor bike room for employees (below right). And yes, those are spare rubber soles from KEEN footwear used as extra wheel padding for the vertical racks.



Inset: KEEN's bike staples in front of corporate headquarters and flagship store. Above: KEEN's secure indoor bike parking for employees. Photos shared through KEEN's BFB application.

Indoor bike rooms are also a wonderful opportunity to provide other end-of-trip facilities: storage lockers, repair tools and supplies, and educational/encouragement resources such as bike maps, Smart Cycling Quick Guides, and flyers or event calendars. **Target Corporation (Platinum-level BFB - Minneapolis, MN)** headquarters provides multiple indoor bike rooms for employees, equipped with professional-grade tools, a vending machine for spare parts and bike accessories, and air compressor. There are also subsidized mechanical services offered through **Freewheel Bike Shop (Gold-level BFB)** in the employee bike room for bikes to be serviced during the work day.

Individual Target stores across the country, like this one (above) in Arlington, VA, are also prioritizing bikes for customers, by providing clearly marked cargo bike parking in their parking garage.



This room at 655 New York LLC-Brookfield (Silver-level BFB - Washington, DC) provides a variety of rack types with ample spacing, to accommodate a wide variety of bike sizes and types.

OUTDOOR BICYCLE LOCKERS & SIMPLE BICYCLE GARAGES

At colleges and universities, as well as larger corporate campuses, we frequently see outdoor bicycle lockers and simple bicycle garages distributed across the campus, offering protection from the elements and from bike theft, while still offering convenience and accessibility to a more fluid biking population. Note that in all four examples below, additional short-term racks are provided nearby to provide overflow capacity and to accommodate short-term visitors who may not have access to the bike cages or lockers.



MIT (Silver-level BFU - Cambridge, MA) bike cage gets lots of use. Photo shared through MIT's BFU application.



Facebook Headquarters (Platinum-level BFB - Menlo Park, CA) bike cage. Photo shared through Facebook headquarters BFB application.



PayPal Headquarters (Gold-level BFB - La Vista, NE) bike lockers. Photo shared through PayPal's BFB application.



Northern Arizona University (Gold-level BFU - Flagstaff, AZ) bike locker wraps. Photo shared through Northern Arizona University's BFU application.

i Double-decker parking on one side can accommodate a higher volume, while simple U-racks on the other side can accommodate a wider variety of cycle types and sizes.



Simple bike garages like this one can be found across the campus at Portland State University (Platinum-level BFU - Portland, OR).

In urban areas, we're starting to see similar bike parking models become publicly available such as the innovative modular **Oonee** pods (below) in New York City, which provide safe, secure, and convenient public bike parking that can be located on almost any city street.



Oonee pods in New York City. Photos courtesy of Oonee via ooneepod.com.



Aven, Heather M.

From: Barbara Plaskett <inandbarb@gmail.com>
Sent: Sunday, February 13, 2022 3:53 PM
To: G.Proj.City View
Subject: Notations
Attachments: SEP2021-0043 Env Checklist.pdf

Please correct the notations on page 4,7,9,10,and 11, so that they are readable.

I also would like to know who decided that it was of Determination of non-significance, was it the acting director or the new director?

<https://iframe.cob.org/gov/dept/pcd/Lists/notices/Attachments/4436/SEP2021-0043%20Env%20Checklist.pdf>

Thank you
Barbara

Aven, Heather M.

From: Karen Anderson <karen@alrtc.com>
Sent: Wednesday, February 16, 2022 3:29 PM
To: G.Proj.City View
Subject: Response to City View SEPA

To Whom It May Concern,

I live at 840 Nevada St, Bellingham, WA 98229. The proposed City View project is directly behind my house. I would like to address a couple of concerns -of many, many- regarding City View's response to the City Planning Department's questions.

The first is in regard to parking. The Parking demand analysis prepared for City View and turned into the COB never once addresses the fact that the project lies at the top of Consolidation Street which is a very steep grade. In their analysis, they talk only of how long it takes to walk, bike, bus to WWU- **not** how long it takes to return. It doesn't address the idea of people trudging up that hill carrying any sort of groceries- because that is NEVER going to happen. The Consolidation route is the direct route to the park and ride and to Fred Meyer's for grocery shopping, but the return is really tough. There is a gentleman in our neighborhood who bikes EVERYWHERE and even he doesn't ride up Consolidation, so this whole study is really flawed. There is going to be far greater demand for parking and then it's going to spill out onto Nevada Street and the fire lane that comes down to Nevada Street from the complex is going to draw a lot of cars to park along there on Nevada St. Also, the COB has designated Nevada St as a bicycle safety route- but that will not be safe once they add 250 cars to this street on a daily basis and have cars parked all along both side of the street, which narrows the lane and makes it more difficult to see cyclists. I have a very steep driveway that I have to back down and more on street parking is going to make this a nightmare.

In the SEPA response under Mitigation Element 1, item vii- the Assessment of effectiveness of mitigation requirement., requires City View to submit reports for 3 years about how much car vs bike vs pedestrian usage there is. What good does this do once the dorms are already constructed? They can't add more parking spaces at that point. This does nothing to address parking issues.

As far as environmental impacts, I find it very ironic that the COB just paid who knows how much to have a Wildlife Corridor Analysis conducted in 2021, but then they fail to halt this massive construction project which is in the middle of one of their identified Important Wildlife habitats abutting on an Important Wildlife Corridor. (Page 19 of 2021 Wildlife Corridor Analysis) There are mated owls living in this little section of woods as well as deer, rabbits, raccoons and hawks. I have photos of a small herd of deer (1 buck, 2 does and fawns) walking across Nevada Street. How does this make any sense? It cuts off the migration and forces them to use city streets even more and increasing the likelihood of being hit. Why bother with the study if you aren't going to pay any attention to it?

The COB is doing nothing to encourage Single Family Residential construction which is what is in the highest demand. House prices are ridiculous and it's because no one can afford to build houses. No adults or families WANT to live in shared living spaces- it's just there's no alternative for many. Everyday I see room sharing opportunities in houses for people who want to cohabitate, but the American dream is not to cram a bunch of unrelated people into one living unit. It's to have a little space to call your own- to paint and decorate as you choose and have a little space to be outdoors for your kids to play. The scenarios that City View presents of families and refugees living in these rooms are just laughable. Even their own parking analysis assumes that it will be all college students even as enrollment continues to fall at WWU as students discover that online learning allows them to live anywhere and even travel while attending college. This particular area should never have been zoned this densely- it is not within the urban village. Putting an urban living situation in the suburbs of this neighborhood is not adding anything to anyone's lives.

Please reconsider this use. I have written before with my concerns about how this will impact the character, livability, and safety of this neighborhood (not to mention property values) which has become a lovely mix of retired people, young families, and middle agers - like me. It used to be a lot of rentals, but as houses have grown scarce, the neighborhood has really improved. Please don't ruin it!

--

Karen Anderson

840 Nevada St

Bellingham, WA 98229



Public Comment

Name

Full name or organization

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Comment or Testimony

My comment is regarding the parking demand analysis submitted by the CityView (CV) developer in his recent response to the RFI from the Planning & Community Development Department. The analysis was done by Nunes-Ueno Consulting. There are some glaring holes in this parking analysis which I will try to highlight here. The mitigation proposals don't reflect the reality of the future situation. More on-site parking capacity is needed.

If you ask parents of upperclassmen at WWU or similar universities in similar locales, you will hear that nearly all students who live a significant distance off campus have a car. This is not speculation; It is simply reality. These cars need to be parked somewhere. If there are insufficient slots in the CV plan where will they be parked? Answer: along neighboring residential streets which were not built to absorb this parking load.

To understand this large gap in the analysis, it's necessary to separate a student's desire for car ownership (and therefore parking demand) from how he travels back and forth to school. He may use public transit or non-motorized means for school-related travel but also want to have a car for other uses, like shopping, accessing various services, travel outside his neighborhood, and social events. Using public transit during the day and using a car at night is a very common combination. The consultant's analysis does not pay enough attention to this, and glosses over some of the issues involved.

The answer to controlling and reducing parking demand, according to the consultant, is TDM: Transportation Demand Management. TDM, coincidentally created by the consultant, proposes suppressing parking demand in several different ways. Cut back on the number of slots offered, charge for the slots separately from the rent, and keep raising the slot rental fee until enough residents decide not to pay for a slot and must park elsewhere. TDM seems to claim that this will dissuade some residents from even having cars, therefore there will be no need to provide parking for them. With an apology to the movie "Field of Dreams", "If you don't build it (parking capacity) they (the cars) won't come" seems to be the consultant's answer. I just don't think that's realistic.

Multiple references in the analysis to the advantages of public transit seem to conclude that if a student takes the bus sometimes he really doesn't need a car at all. Therefore, he won't have one. Voilà! No parking problem. The consultant claims the busses are only a pleasant 8-minute walk from CV. Is that on Consolidation Avenue going downhill or uphill? In warm, sunny weather or cold drizzling rain half the school year? Based on a WWU survey in 2016 he predicts

that 73 residents will be content to live in CV without a car and 245 will have cars. The developer is proposing 249 on-site slots plus 8 on Consolidation equals 257. With 318 residents, where's the problem? It's in the assumptions used to predict car ownership.

Who needs a car when you have your own bicycle plus access to a small fleet of electric cargo bikes? Just borrow an electric bike, go do your grocery shopping at Whole Foods or Fred Meyer, buzz right back up the hill to your apartment, unload your groceries, and turn in the bike. Don't forget to turn it off, clean it up, secure it, and plug it back in. Electric bikes run a couple thousand dollars apiece, so how many will the developer actually provide? They'll need maintenance but no problem: Bring in a mobile bike shop once a month to take care of them. But how long will the fleet be around before the bikes get stolen or wrecked? What then?

The consultant hired a consultant to do a survey of available on-street parking in the general area of CV on a September weekday and weekend day. The general parking occupancy rate was reported as 18%, meaning lots of on-street parking was available. Why would the local homeowners be concerned? By following TDM more on-street parking won't even be needed because there will be less car ownership by CV residents. Really?? Or is this an idealistic fantasy?

I hope you can see the problem here. Why would the developer commission a survey of on-street parking availability if his consultant, using TDM, claims on-street parking won't be needed for CV residents? The obvious answer, in my opinion, is that spillover from on-site parking will be substantial. It will be made even worse by other traffic to and from CV, like service workers, visiting friends and relatives, and weekend partygoers. The consultant makes no provision for this. The Puget and Samish Neighborhood homeowners surrounding the CV site should not be subjected to this, including the litter, noise, and car prowling crime that is likely to come with it. It will degrade the environment of their local neighborhood. Please don't allow the CityView developer to turn narrow residential streets into used car parking lots. More on-site parking must be provided.

Files

Documents or images related to your comments.

Email

steve@ea-sa.net

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Date

2/18/2022

Aven, Heather M.

From: David Baines <davidbaines1212@gmail.com>
Sent: Saturday, February 19, 2022 1:28 PM
To: G.Proj.City View
Cc: don & linda diebert
Subject: re City View

To the Planning Commission

We have been residentst of Marionberry Court for eighteen years, during which period of time there have been repeated attempts by developers to insert some monstrous type of multi residential project on an adjacent steep hillside/ wildlife corridor. To destroy it would violate the city code for environmental appearance, nor can it possibly be a good legacy for Bellingham.

Residents have tried their utmost to tell you that this is a mistaken project, but our voices always seem to land on deaf ears. Mitigate, mitigate mitigate is all we hear, anything to get this project green lighted. No amount of mitigation can make this project acceptable to us. With city, county, state and national governments currently riding roughshod over every aspect of our lives it would be a welcome change to have some public institution try to be helpful to 'we the people'.

If the tone of this letter sounds angry, then so be it, we are angry. If the planning commissioners had had the courage to say No, and mean it, eighteen years ago, much trouble and heartache could have been avoided. It is no wonder several of opur neighbors have already moved away, and newcomers will be wondering what they bought into. We can't help but recall the 'lipstick on a pig' saying as being very appropriate to this project. .

Madeleine and David Baines, 4417 Marionberry Court

Aven, Heather M.

From: GARDEN OASIS Owner <GARDENOASIS@msn.com>
Sent: Saturday, February 19, 2022 8:53 AM
To: G.Proj.City View
Subject: City View

Hi Bellingham,

I am once again disgusted with the way you continue to disrupt quiet residential neighborhoods with Pigs in Parlors. The news that this project is going through is extremally disappointing. Not sure who the city of Bellingham works for. It really seems like it is the special monied interests.

I can't believe that you are allowing ANOTHER mega apartment in the city. Bellingham is starting to look Lake City Way or Aurora. How sad! What a legacy you are creating for yourselves. You will get to tell your family that you were responsible for the aesthetic downfall of our once beautiful city. Will this ever stop? Is every open space, every tree, every bit of native habitat going to have to be sacrificed for a massive apartment? Would you want this monstrosity in your neighborhood?

And how does any of this help to house the homeless? We have hundreds of people living on the street who need homes. Everywhere you go in this city there are people on the street, along the trails, and in parking lots. And everywhere you go a massive apartment building is going up. How is it possible that we have so much housing being pushed through but still so many people without a place to live? People don't have bathrooms or showers or health care what kind of public servants are you?

Policy like this contributes to the destruction of our planet, families, and our society. These corporations drive up the cost of rent and real-estate so more families are pushed out of their houses and onto the street. More land, trees and animals have to be sacrificed so a few people can acquire even more wealth leading to even more income inequality.

I would appreciate a thoughtful response to my questions. Seems like the least you could do.
Janelle Gavin

Sent from [Mail](#) for Windows

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 5:54 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: Pictures illustrating fact
Attachments: 20220216_090223.jpg

To whom it may concern.

A pic of another cob approved multi family student housing project with cars parked everywhere on Consolidation.

Cob, where is your parking analysis? Cars parked everywhere. On flat surfaces, where is alternative transportation like bikes You utterly failed here and cannot be trusted to protect single family neighborhoods.

I'm right and cob failed.

Jim Le Galley



DEAD
END

WASHINGTON
BBB1430

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 6:07 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: Pictures of feeder street grades to City View
Attachments: 20220214_135402.jpg; 20220214_135755.jpg

To whom it may concern,

1. First pic. Byron Ave., has a steep grade of an estimated 12-16% for a 150 foot run then another hard grade of an estimated 10-13 % for 125 feet as one approaches top of hill to 44th street.
2. Ashley Ave., has steep grades of an estimated 10-12% with a run of about 80-1009 feet between Consolidation and Byron.

Any car based American yet alone student would be physically incapable riding these grades. Why would you if you can just drive to CityView???

Jim Le Galley



NO PARKING
ANYTIME





NO PARKING
ANY TIME

44.3

Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 6:19 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: Pictures of feeder street grades to City View
Attachments: 20220214_135928.jpg; 20220214_140333.jpg

To whom it may concern:

1. Consolidation Ave., has a steep estimated grade of 12-16% for 200 feet.
2. Upper Byron Ave., final grade of an estimated 10-13% for a 125 foot run.

Students are physically incapable of riding these grades. I've lived on 44th st for 26 yrs knowing first hand. It's hard, I get dirty and it's sweaty. Too much for a generation that sits around playing video games while eating junk food.

As I've stated before, you cannot turn humans into bicyclists by forcing them into European style alternative transportation. We are not Europe. America is car based and very car centric with all its transportation policies. Look around Bellingham pal what do you see and think? Your proposition will utterly fail guaranteed!!!

Jim Le Galley



NO PARKING
ANY TIME



Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 6:31 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Attachments: 20220219_123311.jpg; 20220214_140931.jpg

To whom it may concern 😞,

1. Ellwood Ave., has steep grade of an estimated 12-14% on a 400-600 foot run.
2. Nevada Ave, is easiest of all feeder streets to city view with its hardest grade of 10-11% for greater than 1000feet.

Again, students will not wanna climb this by bike. Hell they don't even walk to the wwu park and ride as they are both lazy and incapable. Case in point, every move they make is motorized. Most drive to wwu's park and ride while some drive to weu directly. Unbelievable but true. I see this crap daily!!

Your alternative transportation agruement will fail cuz this is the land of the brave and free where all moves are motorized.

Jim Le Galley



BIKE LANE

TO CROSS
← STREET
PUSH BUTTON
WAIT FOR
WALK SIGNAL



Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 6:42 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: My car driving wwu student nieghbors
Attachments: 20220215_074123.jpg

To whom it may concern,

This is the shit I have to contend with daily. Meet my wwu student neighbors

Students coming and going all times of the day pal.

Your contention that students will become bicyclists overnight is complete and utter bullshit. It's a process as I've described. You cannot force changes onto people.

As a result, few if any students will bicycle resulting in our neighborhood litter littered with student rigs. I'm telling you I'm correct.

From this, you need scale down this project to have a patient space for every tenant along with an estimated 106 more for live in boy freinds and another 50 for visitors. Get a grip on reality!!! This is not Europe.! Even with bike lanes cob has provided, Thank you, they will not be riding as its just easier, funner, less sweaty and cooler to drive despite global warming.

I hope you understand what I'm presenting.

Jim Le Galley



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127

47C-415

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Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 6:58 PM
To: G.Proj.City View; Donald Diebert; thomas_legalley@yahoo.com
Subject: 44th St., needed Street improvements to handle additional car capacity
Attachments: 20220218_160134.jpg

To whom it may concern,

To handle addition car capacity we need the following paid for by either the developer and cob:

1. Curb/gutter, street lighting and sidewalks on both sides of street

Students will use any approach to City View which includes 44th. They have free will. If I get hit at night going to the mailbox, I will go after the driver and secondarily cob for allowing this condition to exist. Traffic and people are not a good idea. Separation by sidewalk is necessary. It's a easily recognizable hazard that even a first grader could understand. Cob would be negligent and fiscally liable for allowing this hazard to exist among another 400+ cars that will travel on 44th street daily. Again drivers have free will and will use what ever street they want. As such, 44th is an open awaiting lawsuit waiting for cob. Do the right thing and improve this street forcing the developer to pay for this.

Cob failed in the early 1990's requiring both sidewalks and street lighting for the developer to shoulder cost at the time.

Do not fail on us again!!!!

Jim Le Galley



Aven, Heather M.

From: Jim Le Galley <bikelegend58@gmail.com>
Sent: Saturday, February 19, 2022 5:46 PM
To: G.Proj.City View
Subject: Inadequate apartment parking, alternative transportation and etc.

To whom it may concern,

Adequate parking is needed for the at minimum 318+ tenants. In my view, there will be at least 1 other occupant in each of the 106 apartments. From there, what about visitors? Where are they going to park. With not enough for tenants, I predict you'll need to provide at least another 50. That being said, that's total 452 needed. With only 257 spaces provided, where are the other 205 entities going to park? They will park on 44th st.St., Nevada and Consolidation. Read my lips, this will be actualize if cob/developer do not come to face the reality. And if it's built as stated and these measures fail, what will cob/developer do. You did not mention that. I assume nothing cuz it's built. I urge you to get a grip on reality. Clearly, you need a reality check. Based on this information, City View should not be permitted and built.

You fail to factor in, this is car-based very car eccentric America where every person has a car. It is the case for all of my student neighbors. None and repeat none ride a bicycle as you predict and you are delusional to assume so. Again, you are juvenile to assume that Bellingham is the Netherlands NL or at best Denmark DK or even Finland FI. COB has not made investments like Europe which is why your assumptions will utterly fail. Why, cuz they are Americans where every move students make is in an auto. Basically this generation will live shorter lives than their parents as they are obese and physically incapable. One of the students across the street from me on 44th stated they wanted to go for a bike ride in summer 2021 but later stated they walked their bikes up Nevada the hill as they are otta shape. Hence, they drive to wwu and even to wwu's park and ride not walking or cycling. What a disgrace. Unbelievable!!

Case in point why they will not bicycle up to City View is very simple. It's on a hill with some steep grades that I will go into analysis here for 4 possible City View approaches:

1. Consolidation Ave has a steep estimated grade of 12-16 % for 200 feet.
2. Byron Ave has steep grade of an estimated 12-16 for a 150 foot run then another hard grade of an estimated 10 -13% for 125 feet as one approaches top of hill.
3. Ellwood Ave has a steep grade of an estimated 12-14% on a 400-500 foot run.
4. Nevada has is the easiest of all not having multiple grades that exceed 10-11 %.
5. Ashley Ave has steep grades of an estimated 10-12 % with a run of about 800-1000 feet between Consolidation and Byron

This being said, no student or most would be physically incapable of handling these grades as it's just too much work. Much easier just to drive. A point I wanna drive home here is that it takes years to create a cyclist like anything else. They cannot be created by a pen stroke or even overnight. With this argument, I have straight basis on why Cuty View should not be permitted or built.

Those 160 bike parking spaces will not be occupied or used. I access wwu daily to swim my mile , lift wts by my own bike viewing about 85 % of provided bike parking is not used. Again I state my case as most students are lazy and incapable. Which is why cob does not believe it either by requiring the developer to create a cheezy 3yr transportation

report. That report should be done into future forever. Here, COB wants to know why and how alternative transportation will fail. And it will fail cuz it's not time in America yet for alternative transportation to be accepted by the masses. Nobody bicycles and is still considered folly and kids play in light of serious global warming issues. Again I state we are not Europe. You cannot force wwu students to be bike riders. Based on my argument, I feel City View should not be permitted/built.

On another note, 44th St. needs necessary improvements to handle the additional traffic load. Specifically, I'm talking about having the developer/cob pay for street improvements such as curb/gutter, street lighting and sidewalks on both sides of 44th st. Cob failed to force developer on this issue in early 1990's so do not fail this again!!! Here, all drivers will not always take Consolidation to Lincoln. They have free will as Americans to do what they want. As such, all feeder streets will be impacted by student based traffic. I'm glad for a proposed traffic signal at Ashley-Maple/Lincoln. What about the intersection of Byron/Lincoln and even Nevada/Lakeway. You think those intersections will not be impacted by additional City View traffic. I propose that the developer help pay for traffic signals at both those locations and not wait for tragic traffic accidents to occur. Use your head and be proactive not waiting for death and serious injuries from auto accidents to occur. Anything less is irresponsible where cob would be negligent and liable. Too, the same applies on 44th St if not improved. If I go out to get the mail at night where there is no sidewalk and I'm hit sustaining serious injuries. I will first sue the driving party then sue cob for creating/maintaining this hazardous condition. I know how to sue as I've been hit 3x by negligent driver using my bike while both on interstate tours/commuting in city.

Another issue to discuss are issues during construction. I plead that street sweeping needs to be done daily on all streets used by contractors. This is only right and with common sense.

I state that if City View is constructed/occupied where it lives up to its original fears. Some like myself will up and leave the city and likely the state. I'm retired and cannot tolerate degrading change. Do not be surprised if some propose a class action lawsuit against parties involved for damages involved by being forced to move. We the residents are giving you the goods now. Please do not destroy this neighborhood!!

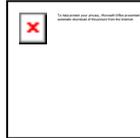
Aven, Heather M.

From: Ben Tucker <bentucker@windermere.com>
Sent: Saturday, February 19, 2022 9:57 AM
To: G.Proj.City View
Subject: Public comment

Allowing construction from 7:30AM to 6PM seven days a week is truly outrageous. This development is flanked on both sides by established neighborhoods that will have to live with this noise for an extremely long time. To say that we will have to put up with it every day gives zero consideration for surrounding residents. Construction should be limited to 5 days a week.

BEN TUCKER

Realtor - Windermere Whatcom



 (360) 393-5726

 bentucker@windermere.com

 BellinghamBen.com

 515 W Bakerview Rd. / Bellingham, WA





Public Comment

Name

Molly Foote

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

While the report mentions a crosswalk on E Maple St, there is no mention of any mitigation for the impact on apartment residents entering Lakeway from Nevada St. Also, when we heard from the developers earlier, the plan was to rent out rooms, and not units, making this clearly marketed to college students, when what Bellingham really needs is family housing. What can be done to make this project add affordable family housing?

Files

Documents or images related to your comments.

Email

molly@webfoote.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

2/20/2022

Aven, Heather M.

From: Dr. Nabil Kamel <dr.nabil.kamel@gmail.com>
Sent: Sunday, February 20, 2022 7:14 PM
Subject: Letter from your supporter

Dear Mayor Fleetwood,

I am writing to you as an urban planner and architect with more than 20 years of professional and academic experience. I have a demonstrated record as ally and advocate of housing affordability, equity, and justice. It is in this capacity that I am reaching out to you to convey the great consternation that the CityView development is causing to its prospective neighbors and the letdown residents feel for the City's egregious disregard of input from community and professional in its review of the CityView development and in its decision of Mitigated Determination of Non-Significance (MDNS) on 2/9/2022. While I am an ally and advocate of affordable housing and infill development, the proposed development and related documents demonstrate serious violation of several City priorities and sound practice. Here are just a few of the community and expert findings regarding the CityView Development:

- State Environmental Policy Act (SEPA):
 - The City failed to adhere to SEPA requirements and to its environmental sustainability principles. Instead it relied on the report by the developer's consultant even though it demonstrates a lack of professionalism that voids it of credibility. For example:
 - SEPA requires an inventory of wildlife and vegetation. Despite the fact that the report omits almost all species, the City response in public hearings was that the City cares only about protected species. This is incorrect, since habitat diversity is an important factor for classifying habitats and for mitigation measures.
 - Another example is that the developer's consultant report relied on old city maps to show that the site has two wetlands (one small and one larger), when in fact site survey shows one contiguous large wetland. This also means that the developer's proposed mitigation measures are inadequate.
 - Other examples have to do with risk assessment and mitigation measures related to landslides, noise, pollution, removal of old growth trees, and more. All these and other concerns were documented and conveyed to City officials.
- Transportation:
 - The City failed to show a good faith effort in assessing and mitigating transportation impacts.
 - The City found that a development of 100+ 3-bedrooms units with access confined to local streets will have no significant impact on transportation and circulation in the neighborhood.
 - The City provided contradictory statements in its response to community and expert concerns. The City claimed that residents are expected to be students who would walk to the bus station on Lakeway Dr. (~ 1 mile/20 minutes walk). At the same meeting, when city officials were asked about walkability without sidewalks on most of Puget St., their reply was this is NOT a problem because residents are likely to drive to their destinations.
 - This shows an unwarranted level of commitment to the project at the expense of common sense, let alone respect for community welfare.
- Built-form and the Infill Toolkit:
 - The City failed to adhere to its own infill guidelines that are designed to protect neighborhood character, quality, and livability.
 - I believe this is one of the main causes of community opposition, and one that adds insult to injury. The CityView development is taking place in the heart of an established residential neighborhood. The development site has access only to local streets, and not on a major thoroughfare such as Lakeway Dr. or N. Samish Way. To accommodate such development, the City infill toolkit provides architectural, landscape, and design guidelines aimed at harmonizing infill development with the character of existing neighborhoods.
 - Unfortunately, the proposed design of CityView ignores such guidelines and offers a standardized generic development of 100+ units as high as 6 stories that violates City guidelines in terms of volume and massing of buildings, line of sight and privacy, and the overall character of development.
 - Despite such disregard for City's own guidelines, the City inexplicably favors the interests of a developer over that of its residents.
- Conclusion:

- Expanding the housing stock of Bellingham is a worthy pursuit. However, the CityView development in its current configuration, undermines one of the most diverse communities in Bellingham by age, income, ethnicity, and nationality. The noble goals and rhetoric of equity, justice, diversity, and environmental sustainability that elected officials advance, seem to come at the expense of the very communities they are purported to support.
- I respectfully appeal to Bellingham's leadership to uphold the principles of sustainability, justice, and equity; and I urge you to meet with and hear the concerns of your constituencies regarding the CityView development.

Sincerely,

Nabil Kamel

Nabil Kamel, Ph.D.
Professor of Urban Studies and Planning
Department of Urban and Environmental Planning and Policy
College of the Environment
Western Washington University
Nabil.Kamel@wwu.edu
<https://cenv.wwu.edu/people/nabil-kamel>

We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.
(from the Code of Ethics of the American Institute of Certified Planners)



Public Comment

Name

Nabil Kamel

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

Dear City Council Members,

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* Other examples have to do with risk assessment and mitigation measures related to landslides, noise, pollution, removal of old growth trees, and more. All these and other concerns were documented and conveyed to City officials.

Transportation:

The City failed to show a good faith effort in assessing and mitigating transportation impacts.

* The City found that a development of 100+ 3-bedrooms units with access confined to local streets will have no significant impact on transportation and circulation in the neighborhood.

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* This shows an unwarranted level of commitment to the project at the expense of common sense, let alone respect for community welfare.

Built-form and the Infill Toolkit:

Files

CityView 2022 02 21.docx

Documents or images related to your comments.

Email

dr.nabil.kamel@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

2/20/2022

2/21/2022

Dear City Council Members,

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 - Another example is that the developer's consultant report relied on old city maps to show that the site has two wetlands (one small and one larger), when in fact site survey shows one contiguous large wetland. This also means that the developer's proposed mitigation measures are inadequate.
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 - The City found that a development of 100+ 3-bedrooms units with access confined to local streets will have no significant impact on transportation and circulation in the neighborhood.
 - The City provided contradictory statements in its response to community and expert concerns. The City claimed that residents are expected to be students who would walk to the bus station on Lakeway Dr. (~ 1 mile/20 minutes walk). At the same meeting, when city officials were asked about walkability without sidewalks on most of Puget St., their reply was this is NOT a problem because residents are likely to drive to their destinations.

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- Built-form and the Infill Toolkit:
 - The City failed to adhere to its own infill guidelines that are designed to protect neighborhood character, quality, and livability.
 - I believe this is one of the main causes of community opposition, and one that adds insult to injury. The CityView development is taking place in the heart of an established residential neighborhood. The development site has access only to local streets, and not on a major thoroughfare such as Lakeway Dr. or N. Samish Way. To accommodate such development, the City infill toolkit provides architectural, landscape, and design guidelines aimed at harmonizing infill development with the character of existing neighborhoods.
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 - Despite such disregard for City's own guidelines, the City inexplicably favors the interests of a developer over that of its residents.
- Conclusion:
 - Expanding the housing stock of Bellingham is a worthy pursuit. However, the CityView development in its current configuration, undermines one of the most diverse communities in Bellingham by age, income, ethnicity, and nationality. The noble goals and rhetoric of equity, justice, diversity, and environmental sustainability that elected officials advance, seem to come at the expense of the very communities they are purported to support.
 - I respectfully appeal to upholding the principles of sustainability, justice, and equity; and I urge you to reconsider the CityView development according to the parameters the City established for these principle.

Sincerely,

Nabil Kamel

Nabil Kamel, Ph.D.

Professor of Urban Studies and Planning

Department of Urban and Environmental Planning and Policy

College of the Environment

Western Washington University

Nabil.Kamel@wwu.edu

Dr.Nabil.Kamel@gmail.com

<https://cenv.wwu.edu/people/nabil-kamel>



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

CityView Comments -- Loss of Parking, February 2020.pdf

(see attached .pdf)

Files

CityView Comments -- Loss of Parking, February 2020.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

2/20/2022

Comments on CityView Mitigated Determination of Non-Significance 2/9/2022

SEPA Environmental Report dated February 8, 2022

Comments before Planning Commission, June 3, 2021 (excerpts)

"My name is George F. Sanders. I am a Licensed Engineering Geologist. I have lived at 4062 Consolidation Ave for 20 years.

My house is located in a narrow alley without street parking. The only overflow street parking available to my guests are the approximately dozen parking places currently existing along the steepest portion of Consolidation Ave. and it is simply too steep and too narrow for big tandem trucks (or WTA busses) to transit safely. The City of Bellingham's construction of traffic-calming devices on Nevada Street now leaves only a single choke point on Consolidation Ave. for thousands of tandem haul truck trips if this project is approved. This is a very dangerous situation, and It's guaranteed that the first thing to go will be the neighborhood's parking spaces on Consolidation Ave."

Comments, February 2022

"My name is George F. Sanders. I am a Licensed Engineering Geologist. I have lived at 4062 Consolidation Ave for 20 years.

The (attached) drawing shows guaranteed loss of Consolidation Ave. on-street parking should this development be permitted.

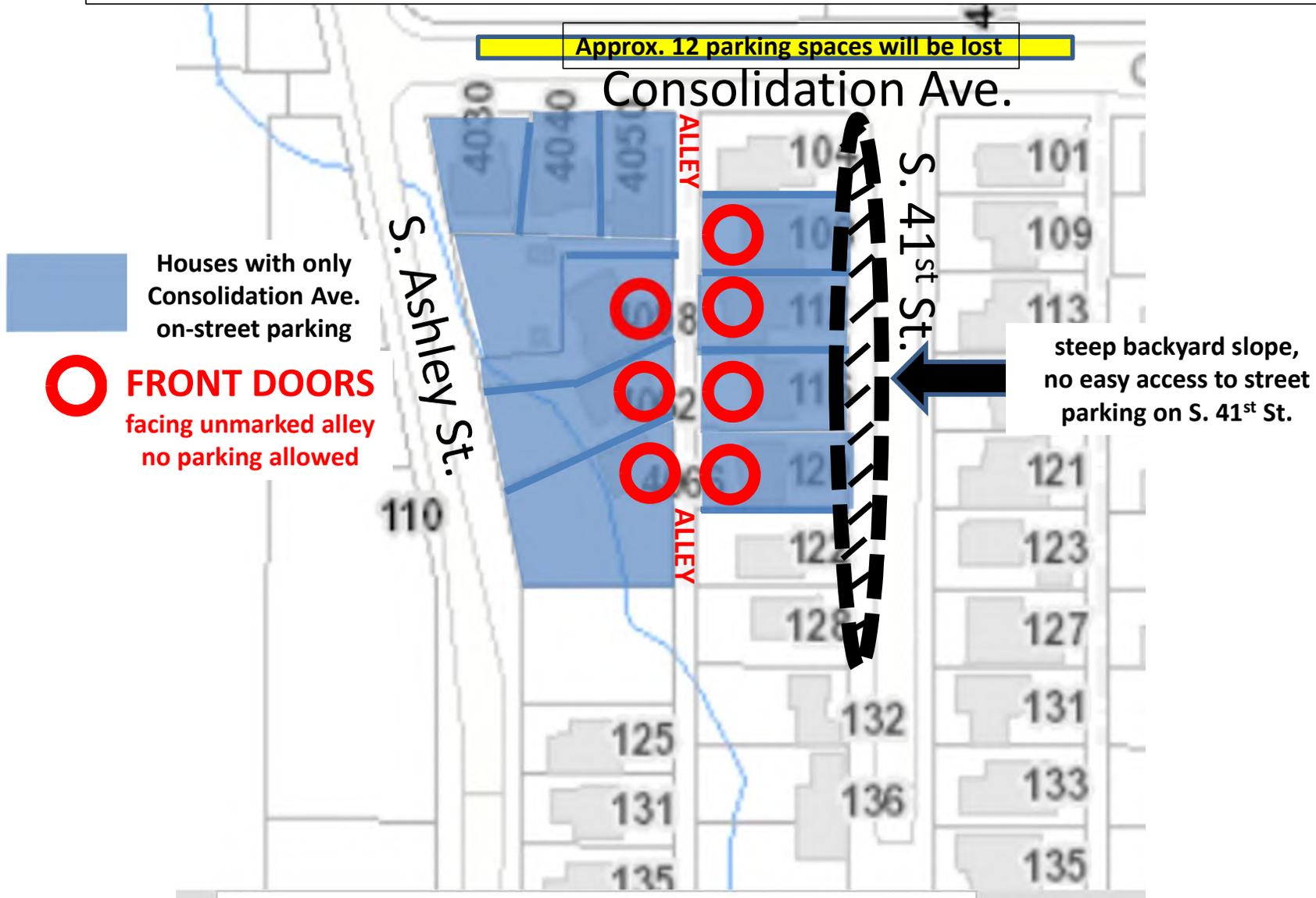
The SEPA Environmental Report dated February 8, 2022 contains nothing new.

THERE IS NO MITIGATION PLANNED FOR THE LOSS OF CONSOLIDATION AVE PARKING.

THE EXPANDED 2-YEAR+ CONSTRUCTION TIMELINE WILL FURTHER IMPACT THIS PROBLEM.

THIS PROPOSED DEVELOPMENT SHOULD BE REJECTED BY THE CITY OF BELLINGHAM.

steep hill, too narrow for trucks to safely pass





Public Comment

Name

Laurie Bunnell

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

As it relates to the 318 bed private dormitory building in the "Nevada/Puget" neighborhood...

A staircase or pathway that creates a direct connection from the proposed dorm building to 46th Street is absolutely unnecessary. The building itself already has the potential for a negative impact on our quiet, single family neighborhood. The trail system along Samish Ridge is already highly accessible to the Nevada neighborhood through not one but two trail heads (one at Consolidation, and another at Byron). These access points are already used by people from the neighborhood where the building is proposed to be built with great ease. The addition of a dedicated path or staircase would almost certainly encourage parking (because there is never enough parking - is there...) and would increase the negative impact on our neighborhood.

Please remove the direct access to 46th street from the building plans, as access to the trail system already exists.

Sincerely,
Laurie Bunnell
155 46th St.

Files

Documents or images related to your comments.

Email

lbunnell.947@icloud.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

2/21/2022

Aven, Heather M.

From: GARDEN OASIS Owner <GARDENOASIS@msn.com>
Sent: Monday, February 21, 2022 7:44 AM
To: G.Proj.City View
Subject: City View

This is a massive construction project I can not believe that it has NO Environmental Impact. There are countless birds, trees and other life that lives on that land. I would like to request another Environmental Impact survey be done.

How is the city going to mitigating the negative impacts associated with the extensive construction noise and neighborhood disruption?

Would you put this project through on your streets?

Sent from [Mail](#) for Windows



Public Comment

Name

Stan and Victoria Hodson

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

February 21, 2022
120 South 46th Street
Bellingham, WA 98229

Stan and Victoria Hodson's Objections submitted to cityview@cob.org
Re City of Bellingham Planning & Community Development Department (PCDD)
2/9/2022 Mitigated Determination of Non-Significance

The CityView Project is a Harmful Folly.

The CityView project is harmful.

Under Mitigating Conditions Required for this Proposal: Section 1. To mitigate for impacts on the transportation system, parking, and pedestrian safety and to reduce auto-dependency, all of the provisions for bicycles read like a desperate attempt to find some fig leaf, any fig leaf, of plausible deniability for deflecting downstream liability from the city. One can already hear the PCDD representatives in the future, inevitable personal injury lawsuits intoning solemnly under oath, "Don't blame us, we thought the CityView apartment-dorms would be inhabited by confirmed bicycle riders."

Furthermore, it is disingenuous in the extreme for the PCDD to imply (see required Mitigating Condition 1. b.) that a traffic signal at the intersection of Lincoln and Maple Streets will significantly mitigate dangerous vehicular congestion on Nevada, 44th, Byron, and Consolidation Streets, let alone the overflow traffic and parking above CityView on 47th and South 46th streets. But the focus on the intersection of Lincoln and Maple does demonstrate the PCDD's concern with a route from CityView to the backside of the WWU campus via Lincoln, Samish Way, and Bill McDonald Parkway, showing that the PCDD does indeed know that the primary residents of CityView will be students.

The CityView project is a folly.

The CityView project is incomparable in exactly the wrong way. Real estate analyses and evaluations live and die by comparables. Legitimate zoning interpolations and extrapolations rely, or should rely, on related analyses. But in Bellingham in 2022 there are no comparably-sized, comparably-sited apartment buildings shoehorned into and behind a residential neighborhood of single-family homes. To no avail we have driven the streets looking for even one other comparable instance. On the following streets there are none, not 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.

The CityView project is a harmful folly, and it should be rejected well before it saddles the city with lawsuits.

= / = / =

Files

Documents or images related to your comments.

Email

stanhodson1118@aol.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

2/21/2022