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RE: Project 3020114 6726 Greenwood Ave. N.

Virtually all neighbors who submitted a comment letter for this project expressed similar concerns related to its lack of on-site parking. This up-scale 57 unit studio apartment and restaurant development includes no parking for residents, visitors, or diners, and in fact, removes at least 6 existing parking spaces. As the 2/18/2016 plan set clearly shows that work-force affordability is no longer an important goal, it is reasonable to expect the developers to address important safety goals by including at least one level of below-grade parking.

Safety issues related to the 6726 Greenwood Ave N project:

1. According to the developers, tenants are expected to stay for 12 to 14 months. Thus, about twice a week there will be people with moving vans/vehicles loading and unloading tenant furnishings. In addition, trucks will be stopping for deliveries. As curbside parking is often unavailable, frustrated truck/van/car drivers will park in the center lane of Greenwood Ave N and then dart between traffic in the north-bound car and bicycle lanes in order to make their deliveries/pick-ups. This increasingly common practice in Seattle is dangerous for the people making deliveries/pick-ups, other drivers and their passengers, bus riders, bicyclists, and pedestrians.
2. This development in particular, and to a much lesser extent the Isola Building under construction on the north corner, will create considerable congestion and traffic east on N. 68th street as the majority of tenant and visitor cars will be required to circle blocks in search of a new parking spots every 72 hours, or less. As Gibson Traffic Consultants used data from 2012 to estimate these buildings use of on-street parking, their estimates are undoubtedly low. Car ownership in Seattle increased substantially between 2012 and 2015, and sadly, but not surprising, car-bicycle collisions increased even more during this same time interval. Street congestion in Seattle is becoming increasingly dangerous.
3. There is unsafe space for bicycle storage in the lobby of the building (and possibly on the sidewalk). Doors for the building's elevator, stairs, first floor hallway, and bicycle storage area all open within a couple feet of each other.

Solutions for these safety issues:

Including one floor of below-grade parking would serve to greatly minimize these safety issues. The loading/unloading of tenant furnishings could be safely accomplished in the parking garage. With below-grade car parking provided for at least a portion of the building's tenants, risk of pedestrian-vehicle and vehicle-vehicle collisions east on N 68th St would decrease as fewer cars would be circling in search of parking. Space for a share-car could also be provided in the garage. Lastly, all tenants and visitors need to have a safe entrance and exit to the elevator, stairs, hall, and bicycle storage area. Providing storage for some bicycles in a below-grade garage would increase the safety of the lobby by decreasing the risk of collision.

The approved Greenwood/Phinney Neighborhood Design Guidelines of 2013 strongly recommend that below-grade or in-structure parking be included in new multi-unit buildings that are located on corners, as is the 6726 building.