

## **Herbaugh, Melinda**

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**From:** Henry & Ava <henryava@comcast.net>  
**Sent:** Monday, October 19, 2015 11:38 PM  
**To:** PRC  
**Subject:** EDG Comments on Project 3020114

### Design Comments regarding Project 3020114, 6726 Greenwood Ave N

Options cited refer to those identified in the EDG proposal package provided on the DPD Web.

#### All Options:

Live work areas of 400 sqft and less make no sense. What types of businesses are expected for those spaces?

Live work area has no setback from immediate private home property to the east.

5 foot setback is insufficient for residential zone privacy. I believe Hyde Condo across 68th St will have 10 foot setback. 5 feet does not allow sufficient landscaping to soften interface with adjacent home residences.

Mechanical room too close to private home residences. Will be a noise issue and possible high voltage danger.

No reason provided for necessity of no parking provision.

It does not look like the interior bike storage area will handle many bikes. If many bike riders are anticipated as residents, there will be a lot of overflow onto the street, resulting in obstructed pedestrian access. A 300 sqft apartment does not have enough room to store a bike and still have a bed, bathroom, kitchen, and living area.

The design description is insufficient overall since there is no description of how the project is expected to meet the Seattle and Greenwood/Phinney. Rather all it does is repeat them verbatim which provide no value to the design review other than show the developer has read them.

If restaurants are considered potential tenants, then appropriate ventilation through the structure roof needs to be included in the design. In the case of restaurants, outdoor seating design provisions on Greenwood Ave would be an attractive option.

The design review should discourage any provisions that would allow microwave transmitters or repeater on the project structure. This would add to potential health hazards from microwave radiation already in the immediate vicinity.

>>> How does a project with such small units blend with the family environment on Phinney and Greenwood? The units are too small even for most couples. So tenants will mostly be singles who will not generally plant roots in the area or start families here. I also anticipate some Seattle downtown higher income workers who use the unit to stay in town during the workweek, then spend the weekend at home outside the city. This does little to contribute to the neighborhood environment and businesses, nor does it help provide less expensive housing for those who want to work and live in Seattle on lower salaries.

#### Option A:

Level 1 and Level 2 courtyard activity adjacent to private homes will cause unacceptable noise levels for home residents, especially disruptive at night.

Question: Plans states upper levels similar to Level 2 layout. This implies there are upper level courtyards above level 2 courtyard. Is that correct? If so, that will compound noise problems for adjacent single family residences and create a privacy problem for those residential neighbors.

Option B:

5 foot setback of upper levels will significantly increase privacy intrusion on residential neighbors to the east.

Option C:

Same comments as Option B. It is not stated whether the open space on the SE portion of Level 2 and above is just open or courtyard. If courtyards, this significantly increases privacy intrusion on residences to the east.

The cut NW corner seems odd without an entry either commercial or residential (this could alleviate some pedestrian congestion on 68th St). Without a superior architectural design, pedestrians will have a feeling of risk walking under the overhang, not to mention the probability of water streaming down when it rains. Proper awnings might mitigate some of this.

Option D:

Same comments as Option B.

It is not stated whether the open space on the SE portion of Level 2 and above is just open or courtyard. If courtyards, this significantly increases privacy intrusion on residences to the east.

Final Major Issue:

I recognize that lack of project parking is not currently within the purview of the EDR. However I still must state this is a huge issue for which no one seems to take responsibility. Everyone in our neighborhood is supportive of efforts to reduce congestion and daytime parking problems in downtown Seattle. Improved transit options and safe biking routes are important in making this happen. However, with almost 60 units in the proposed project, I predict there will be at least 40 residents with a car, and probably more. Fini across the street has more than 70 dedicated spaces for 54 units. Roycroft has 1 space for every 1-bedroom and 2 spaces for every 2-bedroom. Hyde has 28 spaces for 34 units. Just because residents are not driving to work does not mean they won't have a car. They will. There are too many things to do here that need a car. And these additional cars will be parked on surrounding streets denying local businesses the customers who cannot find convenient parking, as well as obstructing local residents who cannot find a parking place near their home.

Respectfully,

Henry Brandis  
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