

## Dela Cruz, Jeff

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**From:** Josh & Deanna Baldi <cdj6712@gmail.com>  
**Sent:** Sunday, July 31, 2016 11:59 PM  
**To:** PRC  
**Subject:** project #3020114

We are writing to provide formal comment on Project #3020114 / 6726 Greenwood Avenue North. We would like to express the City its responsibility to exercise substantive SEPA authority through requisite permitting to address significant adverse impacts associated with parking impacts of the proposed project.

There are numerous concerns about the "Phinney Flats" development, including:

- **Design:** While there are many developments currently underway in the neighborhood, Phinney Flats is unique in that it stands to negatively impact the quality of life and safety of a neighborhood that is currently a family and heavy pedestrian area. Seattle Municipal code 23.41004 requires the City (through the Design Review Board and its permitting authorities) to, among other things, "synthesize community input on design concerns and provide early design guidance to the development team and community; and, recommend to the Director specific conditions of approval which are consistent with the design guidelines applicable to the development." Improvements have been made since the project was first proposed, but more design modifications are needed, particularly increased setbacks around the property and greater consistency with the Greenwood / Phinney design guidelines
- **Parking:** 39 of the 57 residents are expected to have cars, yet no parking is provided. Without question, parking challenges will significantly increase for a neighborhood already heavily impacted by fabulous businesses and a fabulous Community Center. The loss of approximately 10 current spaces associated with businesses, coupled the ~39 residents expected to have cars will undoutably create significant adverse impacts. To claim otherwise is simply not true We understand and support transit-oriented development, but the Phinney Flats simply lacks sufficient transportation options to support car-free residents. We do not expect the developers to build parking for every resident of Phinney Flats, but impacts -- both direct and cumulative -- associated with the development must be mitigated under SEPA. Parking should be required for at least two thirds the residents.
- **Pedestrian Safety:** The proposed project backs up on a neighborhood that has a high volume of pedestrian traffic due to the families that live there, the adjacent businesses, community center, preschool and day care and senior centers. A majority of the renters of Phinney Flats will likely have one to two cars, creating many more traffic hazardous given the increased competition for parking spots in the neighborhood.
- **Lack of amenities:** Without laundry facilities, it is difficult to imagine the impacts of residents using public transportation, their bikes or their feet to wash clothing. In addition, the lack of bike parking and lack of public gathering or recreation spaces contribute concerns about how residents will actually go about their daily lives in this facility. Garbage removal will also impact traffic. The load zone for this project is proposed for the southern end of the building and garbage trucks will not only affect traffic, but block views for cars turning onto Greenwood Ave.

- **Inadequate transition to the adjacent neighborhood:** The building will tower over the adjacent properties. As proposed, the project will extend to the property lines of adjacent properties; destroying view corridors and depriving neighbors of light, air space. Again, using substantive SEPA the City can require additional setbacks.

Thank you for listening to and addressing the concerns of the neighborhood. As other developers in the immediate vicinity are demonstrating, we can have increased density while retaining what is unique and important about the City's communities.

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