

**From:** [Jan Weldin](#)  
**To:** [PRC](#)  
**Subject:** Project Phinney Flats #3020114 6727 Greenwood Ave. N  
**Date:** Tuesday, March 15, 2016 9:24:04 PM

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**I strongly oppose project #3020114, Phinney Flats, at 6727 Greenwood Ave. N.**

The biggest issue is a lack of parking for 55-57 units in a neighborhood that is already maxed out on parking for both small businesses and residences. Here are my objections:

**SEPA 8-I:** Compatibility. This project has not addressed published guidelines by the Phinney-Greenwood Association - Building materials, set backs, height and blocking light are not compatible with this project. This project does not fit or blend into this neighborhood. It is out of scale and doesn't follow many of the Phinney Guideines

**SEPA 10-a** states a height of 56'. In the revised plan the height is now 60'. It may be legal, but it has changed and the impacts of light and shadow for the neighboring residences are significant.

**SEPA 14c** states there will be no anticipated reduction for current on street parking inventory. This is incorrect. There will be a loss of 6-10 spaces in what is now a parking lot behind the building to be demolished. There will also be a loss of parking on N 68th and Greenwood. The developers say they are going to put in Loading Only signs to accommodate tenants moving in and out, which will also eliminate 2-3 parking spaces on the street. The developers have not done a parking study, but are relying on one done by the neighboring building to the north. They must be required to do a parking study under the SEPA guidelines.

There will be a cumulative effect of all the development happening in a small area.( There is also a building permitted one block south with no parking.) A new building is being planned for the 7000 block of Greenwood Ave N, as well as the new Isola building on the NE corner of 68th and Greenwood.

**SEPA 14 f:** Number of vehicular trips per day. - unknown. There will certainly be many for 55-65 tenants. Some of them will have cars and they will make trips to and from their residences. The center turn lane is currently used by trucks and other vehicles for deliveries. The commercial business on the ground level will continue to use this turn lane for delivery trucks. This blocks the view of oncoming traffic in both directions on Greenwood Ave N. The developers stated at a public meeting that the tenants of this building will also use the center lane to move in and out of this building. This will mean crossing lanes of oncoming traffic just past a blind curve. It seems a matter of time before there will be a serious accident.

**SEPA 14h:** Promoting walking and public transportation. The only public transportation close by is the #5 bus which is already over crowded at rush hour. It frequently passes by people waiting for the bus at peak times because buses are full. There are no east-west buses between N45th and N 85th. This is approximately 20 blocks in either direction. Carrying laundry and groceries this distance is not realistic for many. For those with disabilities the distances are too great. The hill on both sides eliminates the possibility of east-west bus routes in the future.

**SEPA 15a:** increased need for public services - transportation. Absolutely. there is not concurrence of public transportation for the density at this time.

The #5 bus, as stated above, is already packed at peak times. With increased density occurring along the Phinney -Greenwood Urban Village the need is going to increase significantly. Hundreds of units are being built in the corridor. (See note above regarding buses.)

**SEPA 15 b:** Measures to reduce or control direct impacts on public services. The developers say "N/A," but this density without parking definitely impacts public services. Transportation is by far the biggest impact. Garbage removal will also impact traffic. The load zone for this 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.

**SEPA 15 c:** Demands on public transportation on public services. The developers response is it will be "very insignificant." They are asking for it to be both ways.

In **SEPA 14c, f, and h** they are promoting public transportation and here they are saying it will be insignificant. If they aren't providing parking of course it will be significant. There are several other projects recently completed, underway, or in the planning stages within a few blocks.

All of them add to the demands for public transportation and other public services. The #5 will also serve the highly increased density on N 85th St as this is the closest north -south route.

In addition to the comments directly related to SEPA I would like to add:

New housing on Single Family Lots are required to build parking. High density development should be required to do the same.

In the discussion of backyard cottages, parking is a primary issue. It seems that off street parking may be required for new backyard cottages.

If it's important for DADUs, it is also important for higher density units.

On Phinney Ridge many older homes were built without off street parking and residents do not have the options that new construction has. The developers of Phinney Flats could build underground parking. They could charge for it. They could profit from it. And the city could protect the neighborhood by requiring at least some parking for new development.

The development across N 68th St built by Isola agreed to provide underground parking after the neighborhood vehemently protested the original proposal of even minimal parking. The complex across the street, The Fini, has more than one parking space per unit and it fits nicely into the neighborhood.

There is a blind curve at N 67th that makes turning onto Greenwood Ave N very dangerous. Parking is already so limited on Greenwood Ave N that the center turn lane is used for deliveries to small businesses. This further limits visibility for traffic. It is highly likely that tenants of this building will do the same, carrying furniture and possessions across lanes of oncoming traffic that cannot see them as they come around the curve at N 67th.

The sale of cars is going up, not down, in the city of Seattle. Some residences of this building will have cars. They will have guests who drive. There is not even space nearby for ZIP cars or other car sharing programs.

The city needs to take a look at the big picture and context. Between 66 and 70th there are approximately 130 units under construction, permitted or in the planning stages. One of the points of the urban villages is to promote small businesses. Small businesses can't survive if customers can't access them easily. As things are going now, I don't see how customers will be able to park close to restaurants and shops. There are no public parking lots along this corridor that are available for general use. None. I don't see success for the businesses that will go into the commercial spaces of this building because folks won't be able to park close enough.

How is our aging sewer system is going to accommodate the huge increased demands?  
I see more hard, impermeable surfaces and fewer plants to combat pollution in a city that is supposed to value the environment.

I understand that we need more density, but it must be done responsibly and fairly. This project could be adapted to have some parking, fewer units, reduced height, bigger setbacks from neighboring homes, and materials that follow neighborhood guideline. These changes would put less stress on the neighborhood livability.

Sincerely,  
Jan Weldin