

**From:** [Josh & Deanna Baldi](#)  
**To:** [PRC](#)  
**Subject:** SEPA comments on Phinney Flats / Project 3020114  
**Date:** Wednesday, March 30, 2016 10:58:09 PM

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We are writing to provide formal comment on Project 3020114 / Phinney Flats located at 6726 Greenwood Avenue North.

We live within one block of the proposed development and have witnessed significant change during our 16 years in the neighborhood. We are strong believers in increased density, and despite some drawbacks, we embrace much of development and associated change that has occurred in the neighborhood. The Phinney Flats proposal, however, raises significant concerns and represents an unprecedented type of development that will have significant adverse impacts on the people and businesses of the neighborhood. These impacts must be addressed under the State Environmental Policy Act and/or through subsequent City permits.

We engaged in the design review process, having attended both public meetings as well as one with the project proponents. Consistent with the intent of the design review process, the Design Review Board made significant advances, but much more needs to be accomplished. Specific concerns include the following:

- This type of micro housing should not be allowed in the southern-most portion of the Greenwood / Phinney urban village as it is inconsistent with the area's traditional housing and commercial design. This type of micro housing is much more appropriate for the Greenwood / Phinney town center which has both North/South and East/West transportation options.
- If allowed to proceed, the proposal should be modified to show greater respect and sensitivity for adjacent properties and existing neighbors. While the proponents claim they are "creating benefits for neighbors," the improvements in the project design are simply creating less harm to the long-standing residents. PRC should ensure that the overall design of the project is more aligned with the traditional neighborhood aesthetic and consistent with the Greenwood / Phinney design guidelines.
- PRC should require additional zone-edge transitions and yard-to-yard improvements, particularly more generous setbacks to create more of a residential condition for neighbors and the neighborhood.
- In addition to setbacks at the ground level, there should be greater setbacks for decks at all levels – the deck structures should not abut the property line in a way that imposes on neighboring properties and those further east -- from an aesthetic and privacy perspective.
- The proponent's commitment to brick is appropriate and should be applied to entirety of the project -- not just the arterial streets. Given the proximity to neighbors on the east and south, extending the brick aesthetic to all aspects of the project should be required.
- Greater ceiling height and more daylight should be required for ground-floor commercial spaces -- for both design and business purposes. We are fortunate to have some unique and long-standing businesses throughout the Greenwood / Phinney corridor. The commercial spaces should be designed to ensure these types of businesses can continue to thrive as they are an important part of what makes this neighborhood great.
- Most importantly, parking for at least half the units should be required. It is incredulous that the developers state that the project will have "no anticipated reductions to current on-street parking inventory." Given this statement and the City's agreement to exempt this development from the most minimal parking requirements, PRC should require mitigation under SEPA to ensure there are no significant adverse parking and transportation impacts to the neighborhood. For example, PRC could require that tenants of the 55 units not own vehicles as a condition of

their lease.

- Limiting transportation choices further, bicycle storage is minimal and inadequate, and there is a distinct lack of east/west public transportation (i.e., within 20 blocks north and south of the project site). Therefore, we must presume that the primary mode of transportation for all those housed in the 55 units will be Uber, north/south bussing and their feet. While PRC cannot modify bus routes, you can require additional bicycle infrastructure.

Most of the discussions about increased density in the City have been about how to minimize the negative impacts to existing neighbors and neighborhoods. Contrary to this dynamic, we believe additional investment in neighborhoods should enhance the neighborhoods and our city. We support increased density for various reasons and see it as the City's job to ensure growth occurs in a manner that achieves the goal of bettering our neighborhoods. While a significant challenge, the Design Review Board clearly make an impact. We ask the PRC to complete the work of the DRB by requiring modifications under SEPA and/or permit consistent with the points above.

Sincerely,

Deanna and Josh Baldi  
6712 Phinney Avenue N  
Seattle WA 98103