

Camacho, Rudy

From: Lisa Dally Wilson <lisadallywilson@gmail.com>
Sent: Monday, October 12, 2015 1:05 PM
To: PRC
Cc: Lisa Dally Wilson
Subject: Public Comment: Project 3020114_ 6726 Greenwood Ave North

City of Seattle – DPD – PRC
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Jay Janette and Michael Dorcy,

Please accept these comments on the Early Design Guidance for Project: 3020114 (aka 'Phinneywood'); to build 59 residential units and 4000 square feet of commercial space on an 8036 square foot lot at 6726 GREENWOOD AVE N.

We have a number of concerns regarding this specific project, and in addition, the cumulative impacts of three developments on this block (this proposed **Phinneywood** 59 unit development with commercial space, **Isolo** condo/mixed use development at 6800 Greenwood - 32 units and 4000 sq ft of commercial space, and **Fini** condo/mixed use development at 6801 Greenwood – 51 residential units and significant commercial space). When evaluating the impact of this third development (all of the developments are located at 68th and Greenwood Ave), you must take into account the cumulative impacts of the other developments you have permitted at this intersection, all of which contain commercial establishments that people drive to, and all of which contain residential units occupied by vehicle owners, and all of which abut single family neighborhoods. Of particular concern to our household is the singular and cumulative impacts to drainage, traffic and parking. Also of concern is how all of these higher density condo projects will affect the 'sense of place' (Note Citywide Design Guidelines – Sense of Place CS2.A1) of our single family neighborhood.

Stormwater/Drainage Issues

There are significant issues with drainage, groundwater and stormwater infrastructure on the east side of Greenwood in this vicinity, and ESPECIALLY on 66th through 72nd Streets. Your utilities department should be well aware of the issues and I urge you to discuss this proposal directly with them and the cumulative impacts from the three proposals. This development sits directly above an alley between Dayton and Fremont Avenues that has no stormwater drain and that frequently becomes a small creek. During colder winter days, the alley becomes a public health risk. Please evaluate any potential impact this large 59 unit 'box' will have on stormwater runoff and ensure that growth (aka – developer) pays for additional infrastructure needs resulting from the continued development at this corner. Please ensure that you evaluate ALL drainage impacts from this development (not just onsite, but downgradient from the proposed development). Growth should pay for growth, the existing community should not pay for growth. Water flows downhill and we will hold the city and builder responsible for any increased water flow and subsequent hazards.

Traffic

Although the current proposal does not include ANY parking for the residents of the 59 proposed units, nor parking for the people who will frequent the commercial establishments housed in said proposal, there is no question that there will be traffic associated with 59 additional people/couples/families that occupy the building and the commercial establishments. In addition, Isolo Condo/Mixed Use development located directly across 68th Street from the proposed Phinneywood development is still under construction. We have yet to find out how that project will impact traffic flow on 68th Street (residential ingress and egress is on 68th). Greenwood is a major arterial, however, 68th Street is not. 68th Street is narrow and steep with street parking (that will also become much busier as a result of the proposed development that offers no parking alternatives for residents). A full traffic evaluation should be undertaken to determine the impacts of this new proposal and the two other condo complexes located at the same intersection to determine whether 68th Street will become

a liability, especially to children and elderly residents who frequently walk here (note that 68th Street is both the access to a pedestrian cross walk across Highway 99 to Greenlake and is also a direct, although unsafe, vehicle access to Highway 99).

Parking

You will likely hear from many concerned citizens regarding the lack of parking for this facility. Seattle's new parking policy as associated with development in these Urban Villages has yet to stand the test of time. I will not go on about how unreasonable the assumption that these people will not own cars is – transit is actually very limited in this area: one bus line, no light rail in the vicinity, what are you guys thinking? Not to mention that the folks living in the tiny apodments are going to be going out to recreate in the mountains every weekend where they can find some breathing space. And how are they going to get there: they will have a car. No question. So – I am not hear to argue the absurdity of the proposal, only to request parking for residents of the units and for commercial access, and if parking is not provided, to make specific requests :

- Make it clear and a requirement of the developer and their sales people that this is a development for transit only. Make parking on the streets “permit only” overnight within 5 blocks of this development and give permits ONLY to existing homeowners – and make it clear to any new residents in this building BEFORE SELLING THE UNIT to them, that they will NOT be able to get permits (and then see how they sell). This may inspire the developer to help solve the parking problem (rather than just profiting and leaving).
- If you build this a a true transit development - DO NOT provide parking permits for street parking to residents of the building - EVER.
- Please, however, be reasonable, and require parking spots for 1/2 the people in the development at a minimum. This will allow the developer to charge more for the parking spots which also makes it a win/win for the community and the developer. If the spots are not used by residents with no cars, they can be rented, they can be used for storage. It is not that difficult to build underground parking and there is no going back.

Sense of Place and Consistency with Existing Neighborhood

There are a number of City-wide Design Guidelines that are not followed by the proposed development. Sense of Place (CS2.A1), Fit with Neighborhood Buildings (DC2.C3) and accommodation for zone edges. The apodment complexes I have seen by this builder do not mix with either the new condos that have been built or are being built at the intersection, nor are they consistent with the bordering single family homes. Only one of the four guidelines for fitting with neighborhood buildings has been proposed (given the incongruency between the existing neighborhood and this large 59 unit BOX, you would expect a bit more here). Please require the developer to increase set back, reduce overall height and use extensive landscaping - all consistent with design guidelines for “Zone edges”. This will likely come with a decrease in the number of units. It makes sense.

Thank you.

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