

Herbaugh, Melinda

From: Ruth Danner <ruth@dannerdata.com>
Sent: Monday, May 18, 2020 12:45 PM
To: Hurley, Joseph; PRC
Subject: MUP 3033991 / 3033958 2224 2nd - 2nd & Bell

Categories: Melinda

CAUTION: External Email

To avoid duplication, let me say that STME applauds and supports the appeal for SEPA mitigation's as presented by Steve Hall and Friends of Belltown dated Jan. 14, 2020.

If a MUP is granted to construct an 8-story, 180-unit apartment building with retail and parking for 81 vehicles that will serve the community of Belltown and all who live, work, and play in Seattle's Downtown area, the following changes must be made to accommodate the physical needs of current and future humans:

Safe, Sustainable Infrastructure

1. In the face of post-pandemic realities, an 8' sidewalk dedication to passing pedestrians is not sufficient for two individuals to pass while observing 6' distancing. Consider a new paradigm consisting of two active pedestrian tracks not less than 4' wide to accommodate a person with a dog on leash. The space between these two tracks could be used of trees and sandwich boards, but must remain porous enough to allow faster pedestrians to safely pass slower ones when the oncoming pedestrian track is clear.
2. Sidewalk cafe / retail space will be more important than before in the post-pandemic world. Setbacks on 2nd Avenue should be increased to allow greater allocation of space for open air cafe and retail space.
3. Sidewalk space for waiting for order pickup or other purposes must also be planned and provided.
4. Alley setback must be increased to assure a MINIMUM of 20' which is fully unobstructed to allow safe passing of two vehicles. The TIA and staff evaluation must fully consider and accommodate current alley use and impacts of future demand. Anything less will result in obstructions that lead drivers to back out of either end of the alley in violation of SMC 11.58.290 - Alley—Backing from or to. Pedestrian safety must not be compromised, particularly when alley art will attract more pedestrians.
5. Project design must provide space to park and safely load / unload delivery vehicles, moving vans, taxi's, Ubers, etc fully on-site, without obstructing the 20' public right-of-way.
6. Vertical clearance above a parking pull-off to be used for loading / unloading must be sufficient to accommodate typical commercial delivery vehicles (14' minimum). SMC 23.54.035.
7. Space provided for waste storage and staging must, at a minimum, be adequate to meet the needs of retail and residential tenants onsite and must be kept clear of any competing uses. SMC 23.54.040.
8. SMC 23.54.035 has been interpreted, in the past decade to exclude Residential Towers from Table A even though it includes other similar uses with arguably lower demand for loading space (lodging and assisted living facilities). This has resulted in construction of inadequate loading facilities that result in property damage, over programming of the public right-of-way, and reduced pedestrian and vehicle safety. In acknowledgement of this problem, Mayor Durkan requested, and Director Torgelson promised a director's rule to acknowledge that residential towers do, in deed, require loading berths to accommodate deliveries. This director's rule is nearly 6 months past due, but the need has already been acknowledged. The current 2nd & Bell proposal to widen the alley at the parking garage entrance will create conflicts between movers, deliveries, ride-hailing services, and vehicles attempting to enter or leave the parking garage. SDCI and SDOT staff must hold out for a sustainable alley infrastructure *until* a solution is put forward by the design team that successfully serves the needs of future occupants without endangering pedestrians or increasing traffic congestion on surrounding arterials.

Historic Preservation, Mass, and Scale

I live in hope that the developer ultimately select a path forward to preserve The Wayne Apartments and respect Mama's Kitchen. The character of the neighborhood will forever be gentrified and diminished by the current proposal. If new construction is found to be the ultimate path forward, a single story podium and tower with 2nd Avenue setback must be adopted to preserve human scale and honor neighborhood context.

Workforce Housing

Particularly in light of the new post-pandemic future, affordable workforce housing is essential to our City's survival. If The Wayne Apartments are to be demolished, the same number and affordable units must be provided on site. In face of the need, this project should not be eligible for substituting MHA fees en lieu of on-site housing.

Thank you for this opportunity to provide public input. Please make me a party of interest for future notifications.

Respectfully,

Ruth Danner | President
SaveTheMarketEntrance.org

89,000 strong and growing in concern for Seattle's future; dedicated to preserving affordability, sustainability, quality of life, and sense of place in the Downtown core at the entrance to Pike Place Market, "The Soul of Seattle."