

Payne, Myrna

From: Greg Forschler <gregforschler@yahoo.com>
Sent: Tuesday, April 17, 2018 8:41 PM
To: PRC
Subject: Project #3030517

This proposed building will obstruct the view from my apartment building, both in the units that face that direction and in the rooftop deck. The view currently is not only of the Puget sound, surrounding mountains and of downtown Seattle/Queen Anne hill, but also of the neighborhood, where one can see various buildings and trees in a way that feels spacious as opposed to claustrophobic, which is what happens with such large/tall buildings.



Blanton Turner

April 20, 2018

Ms. Tami Garrett
City of Seattle - SDCI
PO Box 34019
Seattle, WA 98124-4019

Project Number: 3030517

Dear Ms. Garrett:

Blanton Turner is the management company and owner's representative for the Madison Crossing mixed use building (24 residential units and the Central Co-op) located directly south of the subject project. This letter is being provided to you in support of their project as it relates to their EDG presentation on April 25, 2018.

We have had an opportunity to meet with the project proponent and recognize the value and improvement their project will provide to the neighborhood and as such support and endorse their project and application. It should be noted that we particularly support:

- The proposed location for the garage access – the current configuration of the provides a degree of conflict with the Madison Crossing parking access. We concur that access from 16th will provide for easier access and better visibility;
- We support the Contract Rezone associated with the project;
- We support the proponents preferred massing alternative as it provides good transitional scale.

If you have any questions pertaining to our support, please do not hesitate to contact us.

Thank you,

Krista Janes-Blackburn

Success Navigator | Principal

April 23, 2018

Dear Tami Garret,

I am a resident and shareholder of the Marquis Co-op Association to the north of the site for project #3030517. In the true spirit of design, the built environment should reflect human values. If given a completely different option, I would like to see further efforts to reflect human values in the context of the specific businesses that bring traffic to this area. Vehicle and pedestrian (cycles, pets, strollers, walkers) traffic is already very dense near Central Coop and Trader Joes; people from other blocks travel here regularly. Further, Sound Mental Health has potentially unstable patients and heavy traffic. There have been neighborhood shootings in the past. This is not a laid back area; it's full of tension and competing pathways. As such, I support *less density* on this particular site and would like to see *viable* options for fewer stories and parking levels to protect against real risks associated with mental encroachment and physical gridlock in this unique section off Madison.

However, if we are to only comment on the options presented, I'd simply like to emphasize the Marquis Co-op Association preference by restating Marquis President Anne Gustavson's points. Those points are (exactly) as follows:

On behalf of our residents, I would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. Pedestrian safety on the alley. Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th Ave adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. Amount of traffic. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to 16th Ave for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

A handwritten signature in cursive script that reads "Bonnie Barrett".

Bonnie Barrett

Resident and Shareholder of the Marquis Co-op Association

1605 East Olive St.

From: [Garrett, Tami](#)
To: [Melissa Duffes](#)
Cc: [PRC](#)
Subject: RE: 16th St. project #3030517
Date: Monday, April 23, 2018 9:52:53 AM

Hello Ms. Duffes:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov

P 206-233-7182 F 206-233-7902

City of Seattle, Seattle Department of Construction and Inspections (SDCI)

Send me US Mail at:

PO Box 34019

Seattle, WA 98124-4019

Visit me at:

Seattle Municipal Tower

700 5th AV, #1900

From: Melissa Duffes <melissa@luciamarquand.com>
Sent: Sunday, April 22, 2018 11:29 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: 16th St. project #3030517

Dear Tami Garret,

I am a shareholder at the Marquis Co-op Association to the north of the site for project [#3030517](#), and would like to voice support for the preferred massing alternative with parking entry on [16th](#) Ave presented by Weinstein A+U. I support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on [16th](#) Ave is strongly desired due to the following:

1. Pedestrian safety on the alley. Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on [16th Ave](#) adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development

is set back from [16th Ave](#) to allow for a safer coexistence of cars and pedestrians.

2. Amount of traffic. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. Trash and Recycling located on the north end of the alley would have to move to [16th Ave](#) for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. Parking on [16th Ave](#) will not be impacted by the parking garage entry on [16th Ave](#) for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. Traffic on 16th Ave. Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing my concerns and preferences,

Melissa Duffes

[Melissa Duffes](#)
Editorial Director

Lucia | Marquand

1400 2nd Avenue
Seattle WA 98101
(206) 624-2030 ext. 110
luciamarquand.com

From: [Garrett, Tami](#)
To: [Anne.Gustavson](#)
Cc: [PRC](#)
Subject: RE: Project # 3030517
Date: Monday, April 23, 2018 9:41:31 AM

Hello Ms. Gustavson:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Anne.Gustavson <anne.gustavson@gmail.com>
Sent: Saturday, April 21, 2018 3:12 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Project # 3030517

Dear Tami Garret,

I represent the Marquis Co-op Association to the north of the site for project #[3030517](#). On behalf of our residents I would like to voice support for the preferred massing alternative with parking entry on [16th](#) Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on [16th](#) Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley.** Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing

option shows parking entry on [16th Ave](#) adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from [16th Ave](#) to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic.** In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to [16th Ave](#) for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on [16th Ave](#) will not be impacted by the parking garage entry on [16th Ave](#) for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on [16th Ave](#).** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
[1605 East Olive St.](#)

From: [Garrett, Tami](#)
To: [Anne.Gustavson](#)
Cc: [PRC](#)
Subject: RE: Project # 3030517
Date: Monday, April 23, 2018 9:41:31 AM

Hello Ms. Gustavson:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Anne.Gustavson <anne.gustavson@gmail.com>
Sent: Saturday, April 21, 2018 3:12 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Project # 3030517

Dear Tami Garret,

I represent the Marquis Co-op Association to the north of the site for project [#3030517](#). On behalf of our residents I would like to voice support for the preferred massing alternative with parking entry on [16th](#) Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on [16th](#) Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley.** Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing

option shows parking entry on [16th Ave](#) adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from [16th Ave](#) to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic.** In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to [16th Ave](#) for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on [16th Ave](#) will not be impacted by the parking garage entry on [16th Ave](#) for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on [16th Ave](#).** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
[1605 East Olive St.](#)

From: [Garrett, Tami](#)
To: [Mark Redmond](#)
Cc: [PRC](#)
Subject: RE: project# 3030517
Date: Monday, April 23, 2018 9:54:02 AM

Hello Mark:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov

P 206-233-7182 F 206-233-7902

City of Seattle, Seattle Department of Construction and Inspections (SDCI)

Send me US Mail at:

PO Box 34019

Seattle, WA 98124-4019

Visit me at:

Seattle Municipal Tower

700 5th AV, #1900

From: Mark Redmond <marcredmond@msn.com>
Sent: Sunday, April 22, 2018 2:05 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: project# 3030517

Hello Tami,

I would like to voice my opinion re: project# 3030517, the apartment building development on 16th Avenue. I am in agreement with the letter and points made by Ann Gustafson. She is the current president of the Marquis Cooperative Apartments just north of the proposed development. I am a twenty year member of the Marquis.

I am in favor of the design that has a parking entrance on 16th Avenue. I believe it would reduce the possibility of increased traffic congestion north of the project on 16th Avenue and on Olive Street. There is a lot of traffic already on Olive Street. There are taxis and vans dropping off and picking up clients of Sound Mental Health as well as the occasional aid car and firetrucks. The alley is narrow and has large sanitation and recycling trucks going through it at least 5 days a week. There is also the occasional van or supply truck from the co-op or the

elder care home.

Anne has already pointed out the difficulties/problems with the alley so I won't go further. The 16th Avenue approach would, I believe, mitigate the disruptions to the neighborhood that will occur during and after construction.

Thank you for listening to my concerns,

Mark Redmond

Herbaugh, Melinda

From: E Haick <thegeekchic@gmail.com>
Sent: Tuesday, April 24, 2018 6:06 PM
To: PRC
Subject: Comments on project 30305

Hi -

I would like to submit the following comment on project 30305, at 1620 16th Ave. The proposal is for 91 units and 114 parking places. We know that a single parking place can increase the cost of an apt by as much as \$50,000, and this building proposes more than 1 per unit. This neighborhood is extremely dense, with 2 groceries within 1 block, 2 frequent bus lines within 1 block (the 11 and 12), and the 2, 8, and 10 within a quarter mile. If any site was a candidate for under building parking, this should be one.

As it is unfortunately relevant in design review hearings, I am a renter and have lived in the neighborhood for 8 years. For 5 of those, I lived happily without a car (and this was before bike share and car share - check out the new readerboard at the co-op with a variety of real-time, non-SOV options!). I had 5 weeks on crutches, workable because I had frequent, close by transit options. This site does not need this much parking, and the economic costs of building excessively mean I get fewer diverse new neighbors.

Thanks! I'd like to be added to update lists for this project if such a thing exists.

Erin Haick
1621 17th ave #307,
Seattle, 98122

Herbaugh, Melinda

From: Garrett, Tami
Sent: Tuesday, April 24, 2018 9:48 AM
To: ShelbyJors@centralcoop.coop
Cc: PRC
Subject: FW: Letter of Support for Jewish Family Services Project #3030517
Attachments: Letter of Support JFS Project 3030517.pdf

Good Morning Shelby:

Thank you for your comments.

I am forwarding your email with the attached letter to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov

P 206-233-7182 F 206-233-7902

City of Seattle, Seattle Department of Construction and Inspections (SDCI)

Send me US Mail at:

PO Box 34019

Seattle, WA 98124-4019

Visit me at:

Seattle Municipal Tower

700 5th AV, #1900

From: Shelby Jors <ShelbyJors@centralcoop.coop>
Sent: Tuesday, April 24, 2018 9:34 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Letter of Support for Jewish Family Services Project #3030517

Good Morning Tami,

Please find attached a Letter of Support for the Proposed Jewish Family Services Project.

Thank you for your time,
Shelby Jors

Shelby Jors

Store Manager | Central Co-op

1600 E. Madison Avenue | Seattle, WA 98122

206-329-1545 x292

Community Grown for 40 Years

[Web](#) | [Facebook](#) | [Twitter](#)



1600 E Madison
Seattle, WA 98122
p. 206.329.1545
f. 206.329.9957
www.centralcoop.coop

April 24, 2018

Tami Garret
PO Box 34019
Seattle, WA 98124-4019

Dear Tami Garret,

I am writing to offer my full endorsement of the Jewish Family Services Project (#3030517) at 1620 16th Avenue.

Jewish Family Services has been amenable to us at Central Co-op, ensuring that their proposed design addressed potential concerns regarding impacts to our Community-owned grocery store. We appreciate their willingness to work with us throughout this process.

I welcome this project and the positive impact that it will surely have on our growing neighborhood and surrounding community.

Thank you for your consideration,

Shelby Jors

Shelby Jors
Seattle Store Manager
Central Co-op
206.329.1545 x 292
shelbyjors@centralcoop.coop

Herbaugh, Melinda

From: gillian <twoshellsmakeanocean@gmail.com>
Sent: Tuesday, April 24, 2018 11:23 AM
To: PRC
Subject: Design Review project 3030517

To Whom It May Concern,

I live across the street from the proposed location of this new construction. I can tell you that 16th Ave, a residential street, can hardly accommodate the large trucks and traffic that exists due to the commercial building on the corner of 16th and Madison. A 91-unit, 7 story building with retail will seriously compromise the residential nature of the street. Re-zoning of this nature should not be allowed. If a design is to be considered, I would recommend a residential-only building. 16th Ave is not a thoroughfare, it is a neighborhood. It is not an arterial street, it does not currently have retail spaces on it and that is for good reason. The street is not large enough. It is disrespectful to the function of a residential street to force commercial zoning where it is impractical.

Thank you for your time.

Sincerely,

Gillian Rose

Herbaugh, Melinda

From: Garrett, Tami
Sent: Tuesday, April 24, 2018 9:30 AM
To: Judy Solomon
Cc: PRC
Subject: RE: project #3030517

Hello Ms. Solomon:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Judy Solomon <yehuditsolomon@gmail.com>
Sent: Monday, April 23, 2018 6:22 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: project #3030517

Dear Tami Garret,

I would like to include my support of the letter below.

Judy Solomon, Marquis Apartments, unit 211

Dear Tami Garret,

I represent the Marquis Co-op Association to the north of the site for project #3030517. On behalf of our residents I would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley.** Our building as well as the Cascadia apartments and the Arts NW to the

east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th Ave adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. Amount of traffic. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. Trash and Recycling located on the north end of the alley would have to move to 16th Ave for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. Parking on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. Traffic on 16th Ave. Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
1605 East Olive St.

--

Judy Solomon

Herbaugh, Melinda

From: Eugenia Woo <eugeniewoo@historicscattle.org>
Sent: Tuesday, April 24, 2018 8:01 PM
To: Garrett, Tami; Sodt, Sarah; Doherty, Erin; Quackenbush, Tom; PRC
Cc: Capitol Hill Historical Society; Stevens, Bryan
Subject: House at 1620 16th Ave - Project number 3030517

Hi Tami, Sarah, Erin and Tom,

It has come to Historic Seattle's attention that the house located at 1620 16th Ave on Capitol Hill is slated for demolition to make way for a proposed new construction project (the project number is noted above in the subject line).

It's going before the East Design Review Board tomorrow (Wednesday, April 25). I did some research on the status of the project review. The house is in a LR3 zone (adjacent to a parking lot in a NC3-65 zone). It looks like the developer is seeking a contract rezone for the house's parcel from LR3 to NC3-65.

In reading the pre-submittal minutes dated March 15, 2018, number 16 Historic Preservation and SEPA, says this: "The project may be exempt from application of the landmarks ordinance. An exemption letter or Appendix A will be provided as part of the MUP process."

From what I know of the proposal, I believe the project will trigger a referral to the Landmarks staff to consider whether a landmark nomination is required. I believe a nomination will be required. See SMC 25.05.800 Categorical Exemptions, particularly Table A for Footnote (1) 25.05.800.B.6 and 25.05.800.B.6. This describes the lower thresholds for DON review of potential landmarks.

The house at 1620 16th Avenue was built in ca. 1901 for Charles Conover, a former Seattle Post-Intelligencer turned real estate broker and developer. He and a business partner created the plat of Renton's Additions in 1889, the same addition in which the house is located.

The house appears to retain physical integrity and may meet at least one of the landmark designation criteria. Here are images of the house from 2016 when it was sold. <https://www.redfin.com/WA/Seattle/1620-16th-Ave-98122/home/2085894>

Tami—are the East Design Review Board members aware that the house is potentially historic or that there's a possibility that a landmark nomination may be required?

There is a continuing disconnect between the design review process, the MUP/SEPA process, and Landmarks review.

Historic Seattle would like to see the house at 1620 16th Ave reviewed carefully by the City. We have seen too many historic buildings demolished without any review.

Thank you.

Eugenia

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Ave | Seattle, WA 98101

t: 206.622.5444 ext 245 | f: 206.622.1197
eugeniaaw@historicseattle.org | www.historicseattle.org



XX

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Name: YVONNE BONNETTE Project #3030517 - Tami Garrett, 19th Floor

Address: 1631 16th Ave

Seattle WA Zip: 98122

Email Address: ybonney@msn.com

Comment: Opposed to rezone.

Would like to see design proposal for a
3 story alternative that is presented, not as a
Threat, but a possible recommended alternative.

Marquis meeting with City of Seattle regarding development of adjoining building 4 25 2018

After attending meetings and reviewing material provided I, believe additional information is needed regarding the proposed development to make an informed decision. One of the main concerns, based on the shadow analysis diagrams presented, is the loss of adequate light falling on the back courtyard of the Marquis Co-Op. The vegetable gardens and greenery would suffer and the summer events would have to be held in a gray and dim environment.

Reference shadow diagrams:

1. The property owners have presented three development plans for review. Plan number three (3) seems to be the best choice with reference to the Marquis Apartments, but requires some modifications.
2. Additional shadow diagrams are required to be better informed.
 - A. A Shadow Diagram showing the buildings as they now exist. and
 - B. A Shadow Diagram showing a building on the site if a property zone modification is not approved.
3. This would allow an apple-apple comparisons as to what building would provide the most sunlight into the existing back courtyard of the Marquis Co-Op Apartment.

Randall Courtney

NBCCORP@QWESTOFFICE.NET

OPTIONAL WRITTEN PUBLIC COMMENT



Thank you for coming to this meeting and offering public comment! If you write down your comments (on the back), you can choose if you would like the Chair to read them during the public comment portion of the agenda, or if you would like them to be included in the project file. Just let us know, by checking one of the boxes.

☐ I am not planning to offer public comment during the meeting, but I would like you read my comment into the record tonight.

☒ Please do not read my comment tonight, but add my comment to the project file. My name is JACZ HILOVSKY and my email is jhilov@yahoo.com

Re Design considerations, residents of the Garden Court are against rezoning the 1620-16th Ave. property from 3-story to a 7-story. This neighborhood is pedestrian-oriented with lots of walkers, bicyclists, & already overburdened by traffic/trucks associated with Central Coop. Reducing the number of stories / scale of the building would ensure a more habitable & safe environment.

Please tie your comments to the design guidelines written on the back of agenda and limit your written comments to 3-5 sentences.

Once you have filled this card out, please pass it to the Planner.

Project number 3030517

Tami Garret
PO Box 34019
Seattle, WA 98124-4019

RECEIVED

APR 26 2018

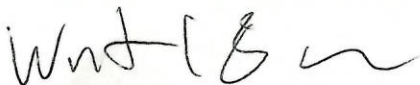
Dear Tami Garret:

I'm writing to offer my complete endorsement of the proposed project at 1620 16th Avenue, project #3030517.

Jewish Family Services has engaged deeply with us at Central Co-op, to ensure that they were proposing a design which would as effectively as possible address any concerns that we might have with traffic, and other business impacts. Their placement of their parking garage access was especially valuable to us and modified by them at considerable expense.

I am confident in welcoming the addition to our area, both for the increased density of future customers, and the positive impact that it will have on the aesthetic value of our neighborhood.

Thank you for your time.



Wesley Barga
Operations Director
206.329.1545 x 217
wesleybarga@centralcoop.coop



1600 E Madison
Seattle, WA 98122

p. 206.329.1545
f. 206.329.9957
www.centralcoop.coop

April 20, 2018

From: Lana Blinderman
To: [PRC](#)
Subject: Project # 3030517
Date: Sunday, April 29, 2018 11:56:07 AM

Good afternoon,

Please add me as a party of interest to project # 3030517.

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/Detail/default.aspx?id=6829&b=s&pn=3030517>

Thank you,

Lana Blinderman|Ex Factory Creative
www.lanablinderman.com
IG [@ex_factory_creative](#)

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: **Seattle**
Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34069, **Seattle, Washington 98124-4019** or e-mail PRC@seattle.gov

MAY 07 2018

Name: Kelly Compton Project #3030517 - Tami Garrett, 19th Floor

RECEIVED

Address: 1700 E Madison St. # 514

Seattle, WA

Zip: 98122

Email Address: Kelly Compton 21@gmail.com

Comment: I do not support this construction proposal. A shorter building would perhaps be okay. One of the things that makes Seattle unique and amazing is the views - you can be almost anywhere a few stories off the ground and have an unobstructed view of the Space Needle, Mt. Rainier, the Cascades, etc. This building proposal at 7 stories sounds like it will take away those views for the surrounding residents. I am all for adding housing but keep it low and consider the visual

implications for other residents here!

Herbaugh, Melinda

From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Friday, May 18, 2018 1:49 PM
To: Garrett, Tami; Sodt, Sarah; Doherty, Erin; Quackenbush, Tom; PRC
Cc: Capitol Hill Historical Society; Stevens, Bryan
Subject: RE: House at 1620 16th Ave - Project number 3030517

Hi Tami,

Thanks for your response and clarification on the process.

I assume this means a demo permit for the house will not be issued before all required processes are completed.

Eugenia

Eugenia Woo

Director of Preservation Services
Historic Seattle
1117 Minor Ave | Seattle, WA 98101
t: 206.622.5444 ext 245 | f: 206.622.1197
eugeniaw@historicseattle.org | www.historicseattle.org



From: Garrett, Tami [mailto:Tami.Garrett@seattle.gov]
Sent: Thursday, May 17, 2018 1:19 PM
To: Eugenia Woo <eugeniaw@historicseattle.org>; Sodt, Sarah <Sarah.Sodt@seattle.gov>; Doherty, Erin <Erin.Doherty@seattle.gov>; Quackenbush, Tom <Tom.Quackenbush@seattle.gov>; PRC <PRC@seattle.gov>
Cc: Capitol Hill Historical Society <capitolhillpast@gmail.com>; Stevens, Bryan <Bryan.Stevens@seattle.gov>; Daniel Goddard <danielg@weinstein.com>
Subject: RE: House at 1620 16th Ave - Project number 3030517

Hello Eugenia:

Thank you for your input concerning the existing structure located at 1620 16th Ave. I will share this information with the project applicant, Daniel Goddard.

The proposed development triggers SEPA. Thus, SDCI staff has communicated to the applicant that an Appendix A historical report will be necessary and has advised that this report be included with their MUP application submission to SDCI. The applicant also has the choice to submit this report directly to DON prior to applying for a MUP with SDCI (see DON CAM 3000 -

<http://www.seattle.gov/documents/departments/neighborhoods/historicpreservation/shared/cam3000.pdf>

). Ultimately, this report will be forwarded to DON for formal review. It is within DON's purview to direct the Landmark designation status review/nomination process – not the Design Review Board.

You asked when the East DR Board would be informed about the existing structure's potential landmark designation status. Generally, the earliest that the East DR Board would receive an update about the existing structure's historic

status/landmark nomination would be prior to the future Recommendation meeting – assuming that SDCI/applicant has received DON's input about the existing structure before this future meeting occurs.

Please contact me if you have further questions. Thanks.



Tami Garrett
Land Use Planner
[Seattle Department of Construction and Inspections](#)
O: 206-233-7182 | F: 206-233-7902 | tami.garrett@seattle.gov
[Facebook](#) | [Twitter](#) | [Blog](#)

As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety, and health in our communities.

From: Eugenia Woo <eugeniaaw@historicseattle.org>
Sent: Tuesday, April 24, 2018 8:01 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>; Sodt, Sarah <Sarah.Sodt@seattle.gov>; Doherty, Erin <Erin.Doherty@seattle.gov>; Quackenbush, Tom <Tom.Quackenbush@seattle.gov>; PRC <PRC@seattle.gov>
Cc: Capitol Hill Historical Society <capitolhillpast@gmail.com>; Stevens, Bryan <Bryan.Stevens@seattle.gov>
Subject: House at 1620 16th Ave - Project number 3030517

Hi Tami, Sarah, Erin and Tom,

It has come to Historic Seattle's attention that the house located at 1620 16th Ave on Capitol Hill is slated for demolition to make way for a proposed new construction project (the project number is noted above in the subject line).

It's going before the East Design Review Board tomorrow (Wednesday, April 25). I did some research on the status of the project review. The house is in a LR3 zone (adjacent to a parking lot in a NC3-65 zone). It looks like the developer is seeking a contract rezone for the house's parcel from LR3 to NC3-65.

In reading the pre-submittal minutes dated March 15, 2018, number 16 Historic Preservation and SEPA, says this: "The project may be exempt from application of the landmarks ordinance. An exemption letter or Appendix A will be provided as part of the MUP process."

From what I know of the proposal, I believe the project will trigger a referral to the Landmarks staff to consider whether a landmark nomination is required. I believe a nomination will be required. See SMC 25.05.800 Categorical Exemptions, particularly Table A for Footnote (1) 25.05.800.B.6 and 25.05.800.B.6. This describes the lower thresholds for DON review of potential landmarks.

The house at 1620 16th Avenue was built in ca. 1901 for Charles Conover, a former Seattle Post-Intelligencer turned real estate broker and developer. He and a business partner created the plat of Renton's Additions in 1889, the same addition in which the house is located.

The house appears to retain physical integrity and may meet at least one of the landmark designation criteria. Here are images of the house from 2016 when it was sold. <https://www.redfin.com/WA/Seattle/1620-16th-Ave-98122/home/2085894>

Tami—are the East Design Review Board members aware that the house is potentially historic or that there's a possibility that a landmark nomination may be required?

There is a continuing disconnect between the design review process, the MUP/SEPA process, and Landmarks review.

Historic Seattle would like to see the house at 1620 16th Ave reviewed carefully by the City. We have seen too many historic buildings demolished without any review.

Thank you.

Eugenia

Eugenia Woo

Director of Preservation Services

Historic Seattle

1117 Minor Ave | Seattle, WA 98101

t: 206.622.5444 ext 245 | f: 206.622.1197

eugeniaw@historicseattle.org | www.historicseattle.org



**Marquis meeting with City of Seattle regarding development of adjoining
building 4 25 2018**

After attending meetings and reviewing material provided I, believe additional information is needed regarding the proposed development to make an informed decision. One of the main concerns, based on the shadow analysis diagrams presented, is the loss of adequate light falling on the back courtyard of the Marquis Co-Op. The vegetable gardens and greenery would suffer and the summer events would have to be held in a gray and dim environment.

Reference shadow diagrams:

1. The property owners have presented three development plans for review. Plan number three (3) seems to be the best choice with reference to the Marquis Apartments, but requires some modifications.
2. Additional shadow diagrams are required to be better informed.
 - A. A Shadow Diagram showing the buildings as they now exist. and
 - B. A Shadow Diagram showing a building on the site if a property zone modification is not approved.
3. This would allow an apple-apple comparisons as to what building would provide the most sunlight into the existing back courtyard of the Marquis Co-Op Apartment.

Randall Courtney

NBCCORP@QWESTOFFICE.NET

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 23 2018

RECEIVED

Scanned 5/10/18 BCC

Herbaugh, Melinda

From: Garrett, Tami
Sent: Friday, June 08, 2018 1:59 PM
To: Dave B
Cc: Keara Kazanjian; PRC
Subject: RE: Support for parking egress plan for project number: #3030517-LU

Hello Mr. Budd:

Thank you for your written correspondence.

I am forwarding your email to the SDC Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

[Note: Our new permit, complaint, and inspection system launched April 30!](#)



Tami Garrett
Land Use Planner
Seattle Department of Construction and Inspections
O: 206-233-7182 | F: 206-233-7902 | tami.garrett@seattle.gov
[Facebook](#) | [Twitter](#) | [Blog](#)

As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety, and health in our communities.

From: Dave B <DaveB@FullLifecare.org>
Sent: Friday, June 08, 2018 11:51 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Cc: Keara Kazanjian <kkazanjian@jfsseattle.org>
Subject: Support for parking egress plan for project number: #3030517



June 8, 2018

Tami Garret
PO Box 34019
Seattle, WA 98124-4019
Tami.Garrett@seattle.gov

Dear Ms. Garret:

Gaffney house is one of Full Life Care's resident care facilities located at the corner of 17th and E. Madison, near the proposed development by Jewish Family Services (project number: #3030517).

Access to our loading area and trash/recycling removal areas are located off the alley between Olive and 16th. In addition we have 4 parking spaces in this area. Because of this we anticipate increased activity in the alley would be operationally disruptive to our services and the value of our property.

I have been invited to discuss the project and are in support of Jewish Family Service's plans. We think this development will be an improvement to the neighborhood over the current use.

In particular we support and endorse:

The Contract Rezone associated with this project.

The preferred massing scheme of the project.

The proposed location, on 16th of the garage access.

A location off the already quite busy alley would obstruct ready access to our facility and be disruptive to our operations.

If you have any questions regarding our position please feel welcome to contact me.

Best regards,

Dave Budd
Executive Director
Full Life Care
800 Jefferson St. #620
Seattle, WA 98104
206-370-4550
Daveb@fulllifecare.org
www.fulllifecare.org

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately and delete it from your computer.

Dela Cruz, Jeff

From: Alex Hughan <axhughan@gmail.com>
Sent: Thursday, July 19, 2018 7:19 PM
To: PRC
Subject: Project 3030517-LU

Hello,

This project has far too many parking stalls (105!?). After a quick review of Seattle's modesplit, collected semi-annually by SDOT and Commute Seattle, one can easily see that a significant portion, of not a majority, of these spaces will go unused.

I am, however, very excited to see the addition of 88 new homes to our neighborhood.

Don't let the single family home owners and the Seattle Times tell you that this community isn't happy too see more housing—we just want fewer cars, please!

Alex

Herbaugh, Melinda

From: Jack Hilovsky <jhilov@yahoo.com>
Sent: Monday, August 13, 2018 6:03 PM
To: PRC
Subject: Re Construction at 1620 16th Ave--Registering Opposition

Seattle Department of Construction and Inspections
ATTN: Public Resource Center
PO Box 34019
Seattle, Washington 98124-4019
FAX (206) 233-7901

To Whom It May Concern,

Re Downtown/Central, Address: 1620 16th Ave,

Record: 3030517-LU, Zone: LR3, NC3-65

I am writing to again state my opposition to the height of the 7 story apartment building proposed for the 16th Avenue Corridor between Olive and Pine Streets on Capitol Hill. As a Garden Court Condo resident, and speaking on behalf of my fellow Garden Court Condo neighbors, we are concerned about the shade that will be cast on our courtyard, not to mention safety concerns for bikers and pedestrians on 16th Ave with such a large infill of residential apartments.

I know the project will go forward and I stated my concerns at the most recent design review committee meeting. I continue to feel it will have these negative impacts.

Sincerely,

Jack Hilovsky
206-422-6023

Herbaugh, Melinda

From: Lizzy Sandstrom <LizzyS@pscleanair.org>
Sent: Tuesday, August 14, 2018 1:57 PM
To: PRC
Subject: RE: Notice of Application & Checklist - 3030517-LU

Greetings,

PSCAA comment:

Any project where demolition of structure(s), earth moving and material handling, heavy equipment operations, and/or disposing of vegetative matter is to occur, is subject to Puget Sound Clean Air Agency regulations. The requirements may include, but are not limited to the following:

Agency Regulation I:

Article 8 – Outdoor Burning

Article 9 – Emission Control Standards, Section(s) 9.03, 9.11, and 9.15

Agency Regulation III:

Article 4 – Asbestos Control Standards

Agency Regulations can be viewed in full on our website:

<http://www.pscleanair.org/219/PSCAA-Regulations>

Regards,

Puget Sound Clean Air Agency

From: Minnerly, Denise [mailto:Denise.Minnerly@seattle.gov]

Sent: Monday, August 13, 2018 1:23 PM

To: SEPA Review Notices; separegister@ecy.wa.gov; paula.reeves@doh.wa.gov; kelly.cooper@doh.wa.gov; Pearson, Annette; shirlee.tan@kingcounty.gov

Subject: Notice of Application & Checklist - 3030517-LU

Please see attached Notice of Application & Checklist published on **Monday, August 13, 2018.**



Denise Minnerly

Administrative Specialist III

Seattle Department of Construction and Inspections

P: 206.386.0098 | denise.minnerly@seattle.gov



"As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety and health in our communities."

From: Eliot Flannery
To: [PRC](#)
Subject: 1620 16th Avenue rezoning
Date: Monday, August 20, 2018 3:10:31 PM

I own and live in a condo at 1717 16th Avenue, down the street from 1620 16th Avenue. I really hope this project (record 3030517-LU) goes through. In fact, I wish the new building proposed for this property had 176 or more units. Rezoning large parts of the current single family home zoned land in Seattle would go a long way toward easing the housing affordability crisis in Seattle. Until that happens, increasing density in neighborhoods where apartments are actually allowed is critical.

Thank you,
Eliot Flannery

Herbaugh, Melinda

From: Barbara Bernard <barbara_bernard@yahoo.com>
Sent: Wednesday, August 22, 2018 7:58 PM
To: PRC
Subject: Project #3030517-LU

I wanted to express that I am concerned with the proposal for this lot as it eliminates any existing trees and greenery. Seattle is losing trees at an alarming pace and with the loss of trees comes continued environmental concerns. Please practice Seattle's intended tree goals and prevent the loss of green space.

Barbara Bernard
3010A 31st Ave W

[Sent from Yahoo Mail for iPhone](#)

From: Medico della Peste (plaguedoctor666)
To: [PRC](#)
Subject: Project 3030517-LU
Date: Wednesday, August 22, 2018 7:21:54 AM

Stop
Stop
Stop

You're destroying our city
Seattle is losing its identity
Homelessness is a major issue in this city
Building these podments and tearing down these beautiful old, and historic places is getting out of control

88 podments In 7 stories!?!?!?

Cram people in like cattle and charging \$2000 !?!?

Seattle's priorities are so out of whack it makes me sick

From: Terry Cook
To: [PRC](#)
Subject: Project 3030517
Date: Saturday, August 25, 2018 9:16:46 AM

Hi, I am writing in support of the development project on 16th and Olive on Capitol Hill. I know you are receiving comments against this project because the building is a nice old house. However, even worse than losing an old house is losing the teachers, police people, and other normal people who cannot afford to live in Seattle any longer. We need more housing in the city, which will lead to more affordable housing in the city. Please do not cave into the pressure of a few people who love the old house. Please allow this proposal to continue.

Thank you!

Sent from my iPhone, thus the typos.

From: Jason Horowitz
To: [PRC](#)
Cc: jason.horowitz
Subject: Record Number: 3030517-LU
Date: Monday, August 27, 2018 11:04:19 PM

Hello,

I am a resident of one of the buildings adjacent to the proposed project (Record Number: 3030517-LU) and a neighbor of the owner, Jewish Family Services.

This project is far too large in scale for the street and neighborhood. I understand that the trend in Seattle is to shift toward more multi-unit dwellings, but that does not make it necessary to replace a handful of units on a quiet street with 88! The street is already congested and dangerous with vehicles and people entering and leaving the Coop. We also have cars circling to get into Trader Joe.

Also unnecessary - ludicrous in fact - is the proposal to build parking spaces for 105 vehicles. The only reason that 88 units would require 105 parking spaces is to accommodate commercial tenants (a restaurant is planned). The street is residential in character and this will utterly destroy that character.

I will also add that the dwelling currently on the property is one of the few well-maintained examples of 19th or early 20th century Capitol Hill architecture. One of the things that Seattle lacks is adequate protection for dwellings of historical, cultural or aesthetic value. That doesn't mean that we shouldn't try to preserve them. Is there not anyway that this dwelling could be incorporated into any future development plan?

The owner of the property is a social welfare organization. It is clear that it has high regard its clientele and itself, but not for its immediate neighbors. The application to rezone should absolutely be denied until such time as these concerns are addressed.

Please use this email address to keep me updated on the application.

Jason Horowitz

From: Jason Horowitz
To: [PRC](#)
Subject: Record Number: 3030517-LU
Date: Monday, August 27, 2018 11:24:03 PM

Note - please forward this version of my comment to the reviewer rather than the previous one. I wish to omit one sentence of my previous comment. Thank you.

Hello,

I am a resident of one of the buildings adjacent to the proposed project (Record Number: 3030517-LU) and a neighbor of the owner, Jewish Family Services.

This project is far too large in scale for the street and neighborhood. I understand that the trend in Seattle is to shift toward more multi-unit dwellings, but that does not make it necessary to replace a handful of units on a quiet street with 88! The street is already congested and dangerous with vehicles and people entering and leaving the Coop. We also have cars circling to get into Trader Joe.

Also unnecessary - ludicrous in fact - is the proposal to build parking spaces for 105 vehicles. The only reason that 88 units would require 105 parking spaces is to accommodate commercial tenants (a restaurant is planned). The street is residential in character and this will utterly destroy that character.

I will also add that the dwelling currently on the property is one of the few well-maintained examples of 19th or early 20th century Capitol Hill architecture. One of the things that Seattle lacks is adequate protection for dwellings of historical, cultural or aesthetic value. That doesn't mean that we shouldn't try to preserve them. Is there not anyway that this dwelling could be incorporated into any future development plan?

The application to rezone should absolutely be denied until such time as these concerns are addressed.

Jason Horowitz

From: MJ Porter
To: [PRC](#)
Cc: [LEG_CouncilMembers](#)
Subject: Comments on Project 3030517-LU / Apartment building with restaurant on 16th between Madison/Pine and Olive - Capitol Hill
Date: Monday, August 27, 2018 2:28:31 PM
Attachments: [Parking between MadisonPine and 15th14th.png](#)
[Commercial parking on Pine between 15th16th.png](#)

TO: Seattle Department of Construction and Inspections

ATTN: Public Resource Center

Sirs/Madams:

I am a resident of 1631 16th Avenue, across the street from the proposed project (3030517-LU)

I want to express my **strong support for the additional housing** and my **strong rejection of the additional parking**.

Like others who have commented on this project, I strongly support additional residential development in the heart of Seattle. While aesthetically I would prefer that the “blue house” with its lovely yard and setback remain, for the sake of our city, our region and our planet we need more density in all of Seattle.

That said, I believe that the **proposed parking is completely excessive and will be extremely harmful to the local and global environment and a source of more global warming**. Furthermore, while we can build more buildings, we cannot build more streets, and the ones we have are already overwhelmed.

People in Capitol Hill walk, bike and ride transit and SDCI should consistently support these choices, not require and/or approve the construction of more parking and support more single occupant vehicle traffic.

The **recently passed Council Bill 119221 has all the necessary reforms** that make the construction of a new underground parking garage at this site totally unnecessary.

I understand from the documents on-line that 46 spaces for Jewish Family Services are required as a SEPA condition to this project, replacing the 22 that will be lost and adding 24 more. However, the project is planning for 53 spaces for JFS, **31 more spaces than they have now** and more than

required by SEPA. **None of this parking should be required.**

One block from JFS there is abundant available parking going almost completely unused (see photo below) and the First African Methodist Episcopal Church would probably welcome the revenue from weekday parkers.

The project also apparently plans 51 parking spaces for 88 apartments. I believe the new parking code requires zero spaces. With the planned uses, **I can only surmise that the intention is to essentially create a commercial parking garage as an income-generating feature in this building.** This is the last thing we should be building in Seattle's densest neighborhood.

There should be no residential spaces provided in this building. There is already **abundant available parking in nearby buildings that is going unused.** A [parking study by Capitol Hill Housing along with Metro's "Right Size Parking Study"](#) found substantial vacant residential in the Pike/Pine area. The study also found a high number of 'occupied' spaces that residents own or are paying for through their rent, but do not use. Another recent study documented that **there are now [two parking spaces for every person in Seattle](#)** **We do not need more parking spaces.**

In addition to the **catastrophic global warming effects** of providing more parking, local streets, including 16th between Madison/Pine and Olive and Olive between 16th and 17th are already overwhelmed and cannot take more traffic.

We are inundated with truck traffic serving Madison Market and Trader Joe's, vehicle traffic (delivery vehicles and personal cars) serving residents and commercial uses, and police, ambulance and drop off/pick up traffic serving Sound Mental Health. Both streets are often completely impassable as they are completely blocked by parked trucks and vans overlapping with the USPS/UPS/Fed Ex/vans bringing all the packages that now arrive in an endless stream to any apartment building.

Please reconsider this permit for this project and remove all the parking.

Mary Jo Porter

1631 16th Avenue, Apt 204
Seattle, WA 98122

Photo: Abundant parking available between Madison/Pine and 14th/15th.



Photo: Commercial parking available directly across the street from JFS on Pine



Refrigerated truck parked with engine running for over half an hour in front of the project site today (27 Aug 2018), with noise pollution and spewing fumes into all of our windows. It did not fit into the Madison Market loading doc which was being used by another truck.



Please note: In the time it has taken me to research documents on your website and write this comment, the refrigerated truck has not moved or turned off its engine. The smoke seems to have cleared in Seattle day, but our apartments are filled with the fumes from these trucks and the noise pollution from their engines.

Herbaugh, Melinda

From: Claire A Richards <claire7@uw.edu>
Sent: Monday, August 05, 2019 9:46 AM
To: PRC
Subject: Project 3030517-LU

CAUTION: External Email

Hi, I'm writing to comment on the number of parking spaces for a building with 88 apartments and has 105 parking spaces. I would recommend only 44 parking spaces. We need not make *more* parking when we need to be decreasing our reliance on oil and motorized transportation.

Best,
Claire

Bigelow, Jared

From: Sophy Hildreth <sophy.hildreth@gmail.com>
Sent: Tuesday, August 20, 2019 5:38 PM
To: PRC
Subject: Project 3030517-LU

CAUTION: External Email

This project will remove a beautiful unique home to put in its place a huge ugly building that will harm the environment and will take character from the city. Please leave this house here and do not build

From: Mark Redmond
To: [PRC](#)
Subject: Project# 3030517
Date: Friday, March 06, 2020 2:23:10 PM

CAUTION: External Email

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124

-

4019 or e

-

mail

PRC@seattle.gov

Project #

3030517

-

LU Tami Garrett, (206) 233

-

7182

Name: Mark Redmond

Address: 1605 East Olive St., #206, Seattle, WA 98122

Email Address: marcaredmond@msn.com

Comment: I would greatly prefer to see that garage access to the building in question be on 16th Avenue. Access from the alley would cause a huge increase in traffic there and be unsafe and dangerous to cars and pedestrians who use that alley. There is already too much traffic in the alley from trash and recycling pick ups as well as traffic from Central Co-op. There will be a new kindergarten through second grade school opening in the fall on Madison and 17th and they no doubt will also be using the alley. The alley is narrow and it would be impossible to develop it into a two lane drive. And even if that were possible, it would mean that people would use it as short cut and drive too fast and endanger pedestrians and school children

Thank you for listening to my concerns,

Mark Redmond

From: Anne Gustavson
To: [PRC](#)
Subject: Project 3030517-LU
Date: Saturday, March 07, 2020 8:16:47 PM

CAUTION: External Email

Dear Tami Garret,

I represent the Marquis Co-op Association to the north of the site for project #[3030517](#). On behalf of our residents I would like to voice our continued support for the preferred massing alternative with parking entry on [16th Ave](#) presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on [16th Ave](#) is strongly desired due to the following:

1. Pedestrian safety on the alley. Our building as well as the Cascadia apartments and the property at Olive and 17th to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard above our parking garage. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This increased traffic will primarily be during the day for JFS employees and visitors, school pickup and drop off, and garbage truck access. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on [16th St](#) adjacent to the existing parking entry for the Marquis Co-op. On 16th there is a wide planting strip between the street and the sidewalk it is set back from [16th Ave](#) to allow for a safer coexistence of cars and pedestrians.

2. Amount of traffic. In the alley there is just enough room for one way traffic at the north end. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. Our own parking garage is below ground directly under the current fence at the edge of our property. With the frequent truck deliveries at the south end of the alley for the Food Co-op, And the new elementary school at the mansion on the corner, traffic would be significantly increased. This combined with the hourly pickup and drop off of patients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. Trash and Recycling located on the north end of the alley would have to move to 17th for the property on the corner of Olive and 17th and the Marquis would have to either build over our garage with significant structural reinforcement to provide alley level garbage and recycling, or we would have to move our trash and recycling to the 16th Ave.

4. **Parking** on [16th](#) Ave will not be impacted by the parking garage entry on [16th](#) Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
[1605 East Olive St.](#)

Anne Gustavson

City of Seattle
PO Box 34019
Seattle, WA 98124-4019
Attn: Tami Garret

March 2, 2020

Re: Jewish Family Services, Capitol Hill

Dear Tami,

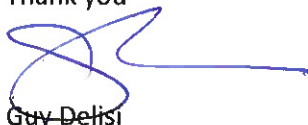
I am writing this letter in support of the Jewish Family Services project in Capitol Hill on 16th Avenue. I have met with JFS and a team member from Weinstein A+U and discussed their plans and reviewed their drawings.

Sound believes that Jewish Family Service has taken into consideration safety, convenience, the character of the neighborhood, as well as a good neighbor approach to their design work and planning.

JFS represents how an organization can be responsive to a neighborhood and work to create a cohesive project that provides new housing and services with a limited adverse impact.

We support the contract rezone and the garage entry design departure. The design departure will allow Jewish Family Services to provide access to parking from 16th Avenue. Our facility (Sound) is directly across Olive Street from the alley that is being recommended to JFS to use as access to their facilities parking area. Our facility caters to many individuals who walk or use transportation services. The intersection to that alley from the street is very tight and will have limited visibility. The added congestion from cars entering and exiting from that alley will lead to traffic jams, frustration and potential safety issues for both the residents and the transportation drivers who drop off and pick up clients at our front door (directly across the street from the alley).

Thank you



Guy Delisi
VP / COO Sound

✓ dkm

Project# 3030517-LU

CURRENT RESIDENT
1625 E MADISON ST #307
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 13 2020
RECEIVED

XX

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

Name: PAUL KUNIHOLM

Address: 1625 EAST MADISON STREET

PENTHOUSE 307, SEATTLE WA 98122-2783

Email Address: pkp3@uw.edu

Comment: AS A CULTURAL OFFSET TO AMELIORATE

RIGHT-OF-WAY INJURY, A PROPOSED MURAL, OF SWEDISH-AMERICAN JOHAN EMIL KUNIHOLM, SIGNIFICANT AS A SEATTLE WICKER ARTISAN, HIS WICKER FURNITURE IS CONSERVED IN THE PERMANENT COLLECTIONS OF BOTH THE MUSEUM OF HISTORY AND INDUSTRY AND THE NATIONAL NORDIC MUSEUM SEATTLE. A MURAL SHALL BE COMMISSIONED FOR THE NOMINAL FEE OF \$100USD, TO BE EXECUTED BY MURAL ARTIST PAUL KUNIHOLM, THE GREAT-GRANDSON OF JOHAN EMIL KUNIHOLM.



May 7, 2020

PROJECT CHANGE: DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	Address:	1620 16TH AVE
Project:	3030517-LU	Zone:	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1)). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

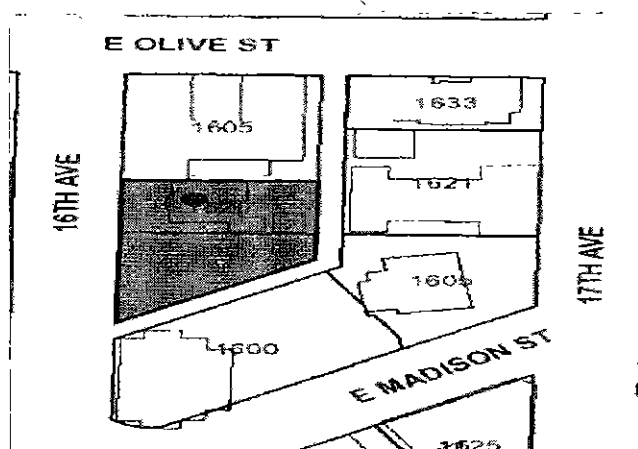
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (<https://cosaccela.seattle.gov/portal/welcome.aspx>) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north.

This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

✓ dkm

Project# 3030517-LU

CURRENT RESIDENT
1605 E OLIVE ST #206
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 13 2020

RECEIVED

XX

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

Name: MARK REDMOND

Address: 1605 E. OLIVE ST #206
SEATTLE WA 98122

Email Address: marc.redmond@msn.com

Comment: I would like to go on record as strongly favoring the 16th St. entrance to the underground parking garage. The alley is very narrow and could not accommodate two way traffic. Also, the alley is used by the residents of the area to walk to and from their buildings. Currently, the building on 17th & Madison is being remodeled to create a school for young children. Having increased traffic in the alley poses a danger for them. I believe the 16th St. entrance makes the most sense for resident/pedestrian safety. Thank you.
Mark Redmond



May 7, 2020

PROJECT CHANGE: DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	Address:	1620 16TH AVE
Project:	3030517-LU	Zone:	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1)). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

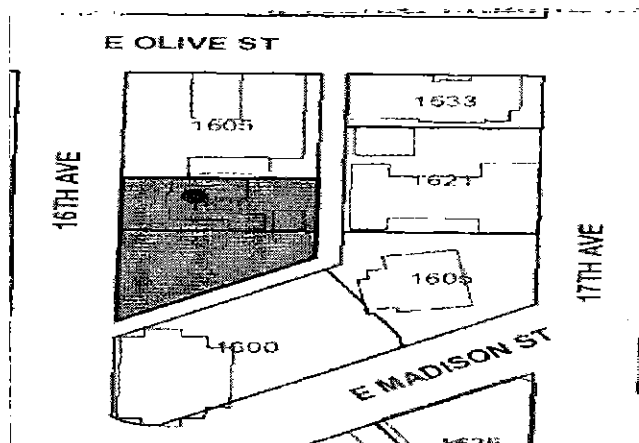
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (<https://cosaccela.seattle.gov/portal/welcome.aspx>) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north
This map is for illustrative purposes only. In the event of omissions, errors or differences,
the documents in Seattle DCI's files will control.

Herbaugh, Melinda

From: Eva Conner <evaconner@windermere.com>
Sent: Thursday, May 14, 2020 10:57 AM
To: PRC
Subject: Comment on Project # 3030517 -LU

CAUTION: External Email

Greetings,

I would like to submit a public comment on the project at 1620 16th Ave, Seattle, WA. Project # 3030517-LU.

I agree with the comments submitted by the Marquis Co-op Association (my building, next to the slated project) as follows:

We support the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

- 1. Pedestrian safety on the alley.** Our building as well as the Cascadia apartments and the property at Olive and 17th to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard above our parking garage. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This increased traffic will primarily be during the day for JFS employees and visitors, school pickup and drop off, and garbage truck access. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th St adjacent to the existing parking entry for the Marquis Co-op. On 16th there is a wide planting strip between the street and the sidewalk it is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.
- 2. Amount of traffic.** In the alley there is just enough room for one way traffic at the north end. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. Our own parking garage is below ground directly under the current fence at the edge of our property. With the frequent truck deliveries at the south end of the alley for the Food Co-op, And the new elementary school at the mansion on the corner, traffic would be significantly increased. This combined with the hourly pickup and drop off of patients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.
- 3. Trash and Recycling** located on the north end of the alley would have to move to 17th for the property in the corner of Olive and 17th and the Marquis would have to either build over our garage with significant structural reinforcement to provide alley level garbage and recycling, or we would have to move our trash and recycling to the 16th Ave.
- 4. Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.
- 5. Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

This is a *very* narrow egress alley that is proposed to be shared, so please accommodate the logical move to the street for parking access!

Many thanks,
Eva



EVA CONNER | REALTOR®
RESIDENTIAL BROKER

206.799.8285
evaconner@windermere.com
evaroseconner.com

Windermere Eastlake | 1177 Fairview Ave N | Seattle, WA 98109

I want to work with folks like you! I appreciate referrals to your community, and can help with real estate needs in Seattle and beyond.



Herbaugh, Melinda

From: Xengie Doan <xdoan@protonmail.com>
Sent: Thursday, May 14, 2020 2:09 PM
To: PRC
Subject: 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

CAUTION: External Email

Hi I am here to file a comment about the design review for the project stated in the title for 1620 16th Ave. I would like to urge the design to include priority for a restaurant that is locally owned, a family business (not a chain) and focused on affordable options for the community. In that vein I also hope the design of the apartments include MFTE and generally include units that are priced at or below market rate for this area which houses the elderly and retired and people who do not make the median Seattle income. I hope that this new apartment does not unfairly inflate the rental prices in this area and that the community is going to be served by having good, accessible housing. I hope that the parking is designed to minimize the disturbance to a very quiet block.

Thank you,
Xengie Doan

Sent with [ProtonMail](#) Secure Email.

Herbaugh, Melinda

From: Kimberly Smith <kimsmithq@gmail.com>
Sent: Friday, May 15, 2020 6:57 PM
To: PRC
Subject: Public Comment

Categories: Melinda

CAUTION: External Email

Hello, this is a Public Comment on this project:

3030517-LU (DOWNTOWN/CENTRAL)

Address: 1620 16th Ave., Zone: LR3, NC3-65

Applicant Contact: Daniel Goddard, SDCI Planner: Tami Garrett

My name is Kimberly Smith, I'm a nearby neighbor of the above property. My Address: 1700, 17th Ave. #602, Seattle WA 98122.

I do not wish to see the current property destroyed and replaced at all, especially with a high-rise of many stories. A good third or more of the (often most beautiful) Capitol Hill properties around me have been destroyed very quickly over the last few years, and rebuilt into ugly boxes. The worst element of this is the loss of their beautiful yards--often containing the oldest (still quite healthy) trees and vegetation in the area, so that construction of these 'boxes' can extend to the furthest possible margins of land on these properties. This (along with the merciless, never-ending, decimation of the public trees lining sidewalks) has made Capitol Hill uglier, hotter (due to the added flat roofs and cement everywhere in lieu of plants), stinkier and louder (from the CEASELESS construction that has become a nightmarish soundtrack everywhere around me).

I don't know the people who own/live in this property, but I have the impression they don't want their residence to go under the knife. I wish more property managers would fight what seem to me like bully-tactics to get them out. (All the beautiful vegetation of this property's front area has been hacked down--shortly after a public tree closeby, a baby ginko certainly not sick or a danger to anyone, was hacked down along with several gorgeous maple trees in the parking lot between this property and the Central Co-op. I see this happen a lot just before a property comes down, and have begun to think that these kinds of 'motivations' are used to get 'stubborn' property-owners to move for new construction, and I find that gross.

About 4 years ago, when I washed the outside of my windows (the ones I can get to by opening them in, I live in a Public high-rise), the cloths I used were just a little colored, now they are black with construction soot. Even my own building took out our little garden, where residents liked growing their own food, extending our large trash area to twice its size by covering-over the soil with cement (they also killed three young healthy trees to do this. When I saw the pretty maple I could watch change color under my window, gone, I cried. I am so tired of watching trees come down).

So, I'm writing in hopes I will not have to suffer YET ANOTHER huge construction project nearby (as I have suffered, pretty much, in a ring circling ever-wider around my building for the last 10 years, intensifying greatly over the last 3 years), so that I won't have to mourn the loss of yet another buffer against the Summer heat and growing pollution (another result of all that construction, cement, loss of plants like shade trees that collect CO2, and flat roofs), and for the property owners (or tenants??) who I'm guessing wish not to lose their home.

Please don't destroy this yard and house to build another big box.

Thankyou, Kimberly Smith

Herbaugh, Melinda

From: kimberly kinchen <kimberly.kinchen@gmail.com>
Sent: Saturday, May 16, 2020 3:41 PM
To: PRC
Subject: Project 3030517-LU

Categories: Melinda

CAUTION: External Email

To Whom it May Concern:

I write as a resident and shareholder of the Marquis Co-op.

While our HOA has written in support of parking and vehicle access on 16th Ave, this does not represent my view of the pedestrian safety and parking issues regarding the proposed building at 1620 16th Ave.

My views can be summed up as A) the city needs to turn the west side of 16th Ave from residential parking to a loading zone, for at least 12 hours per day to address the current lack of sufficient loading on the street, and B) the number of parking spaces in the building should be reduced from 105 to 0. If parking is included, the parking exit should be on the alley, not on 16th Ave, due to greater potential conflict with the large numbers of pedestrians and cyclists using 16th Ave.

The larger context for these positions follow.

A) Loading zone solutions are needed urgently for 16th Avenue.

1) Central Co-op, which services thousands of residents and provides many good jobs, has been forced to allow delivery vehicles to use the east side of 16th Ave - much of it front of 1620 - as a de facto loading zone for years. The city has done nothing to enforce this. That's not my complaint, however.

Where will these trucks, which bring food to thousands of residents, load once this building goes up? (This is an issue regardless of the amount of parking that is ultimately included in the building.)

After living on and observing this stretch of 16th Avenue for the last five years, I believe the most practical and equitable solution is probably to make the current residential zone parking on the west side of 16th Ave for its entire length a loading zone from 6 am to 6 pm (for example)) as well as the spots that used to house Pronto bikeshare, but add a couple of 24/7 ADA parking spots near the intersection of Pine /16th.

I have counted 15 to 18 vehicles parked on 16th Ave on any given day. The needs of thousands of co-op shoppers, and the hundreds of people who walk or bike along 16th Ave every day, should come over providing grotesquely cheap parking for a handful of people, residents or not.

I know that some neighbors will say they "need" parking. But consider: unlike cars - 1/5th of our city doesn't have them - we do all NEED clothes and toilets. Yet the city doesn't offer cheap (basically free) streetside storage of private portapotties or wardrobes. I don't drive, so I can't take advantage of cheap parking - shouldn't I also be able to store my private belongings on the street? If your answer is no, it can only logically follow that your answer should be no for car owners, too.

Further, the city approved the Co-op use at its current site, without ensuring it had adequate loading space. It needs to correct that, especially if it will add a new building to this block, which, since it includes a restaurant, will incur its own loading needs.

2) The situation with the loading zone is why the idea that pedestrian safety is somehow better if parking and an entrance is put on 16th - rather than the alley - is questionable at best. If the current loading situation continues, drivers will be coming up and out of a garage. In my long experience as a person who gets around primarily by walking, biking, or transit, these driveways are always hostile areas for pedestrians. And there is a lot of pedestrian and bicycle traffic on this street, because many people walk to the coop or to the many bus stops near by. Drivers zooming up and out of an underground parking garage will frequently have their view blocked by trucks making deliveries to the co-op.

While pedestrian safety will be an issue no matter where you put the garage exit of 1620, it's far more likely that greater numbers of pedestrians and cyclists use 16th Ave than use the alley - since it is used by many people in the neighborhood - whereas the alley is used mostly by people living in buildings that abut it. It seems clear that since many more people use 16th Ave, there is greater potential conflict between drivers and people walking or biking there than there will be in the alley.

B) Regarding the huge number of proposed parking units at the 1620 development:

1) Abundant frequent transit service is located a 2-minute walk from 1620 (Metro routes 11,12), as well as a few blocks' walk north (Metro routes 8, 10, and 43) and south (Metro route 2) and access to the route 48, Link light rail, and the street car each within a 10-minute walk.

2) By the time the new building is completed, rapid ride bus line G bus route will provide quick access to downtown with extremely frequent headways. A stop will be located a short walk from 1620.

3) Abundant parking for hire at lots exist within a few blocks' walk of 1620 and are well-lit, and typically with many other people out walking, jogging, walking dogs, etc. (In other words, likely to feel safe walking to or from in the evening and have many eyes and ears out.)

4) As of 2013, the American Community Survey reported that about 20 percent of Seattle residents take transit to work, 10 percent walk, and 6 percent work from home. More recent data estimates 10 percent of Capitol Hill bikes to work. Given our proximity to the job center that is downtown, it is likely that our percentages for public transit commuting are actually higher than 20 percent. With the rise of e-bikes, which make longer and hillier bike commutes possible for people of a greater range of physical abilities, that mode share is likely to rise. Given these numbers, it's hard to understand any justification for so many parking units at 1620.

5) Even absent the above factors, given the rapid escalation of a climate crisis call for reducing infrastructure that induces demand for cars. This is a moral question and it's mind-boggling that in a neighborhood with so much transit access we would even be considering a building with this many parking spaces. Induced demand is a proven phenomenon.

6) In the aftermath of the COVID pandemic, an economic depression is likely to reduce and discourage car ownership due to the high annual cost, which in 2016 AAA estimated to be \$8,500 annually on average.

7) Similarly, in the aftermath of COVID, more employees are likely to seek more flexibility in working from home, employers are more likely to give it, and there will likely be less demand for car ownership.

7) The above modes are all accessible to employees of JFS. If I understand correctly, JFS wants some of the parking units in the new building for its staff. Given especially item B3 above, has JFS developed any other kind of program to

encourage other modes of transport for its staff, such as subsidizing transit passes or rewarding bike commuters with cash incentives (these are likely less expensive than providing parking benefits or subsidizing parking for staff)?

A 2018 study by the Research Institute for Housing America found that there are 5 off-street parking spots for every household in Seattle. Understanding that at least some JFS staff will always have to drive or may need access to a car, why can it not look into options for tapping existing surplus parking nearby in the neighborhood if it feels it must subsidize parking for staff? See item B3 above.

8) Because 1620 is located in both an urban village and a frequent transit area, there is no minimum parking requirement, per Seattle Municipal Code 23.54.015 and 23.54.020.

9) According to the most recent American Community Survey, almost 20 percent of Seattle residents don't have access to a vehicle. That percentage is likely higher in a dense, walkable neighborhood like Capitol Hill. Virtually everything one needs except for work is within a short walking, bike, or bus trip. Unless the planned building is going to be for very old people, 100 percent of whom require a vehicle for trips, this location is not appropriate for this much parking.

A few minor points. Item 4.0 - Summary Context Analysis - in the planning documents at <http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRProposal3030517AgendaID8775.pdf> includes "A strengthened street edge with an appropriately scaled facade with visual interest for motorists & pedestrians." Motorists don't need anything else to distract them from driving safely. The only visuals should be those that enhance safety for the many people who bike and walk along this street.

There is no reference to the fact that 1620 is located in a frequent transit area in this document, which is a bit surprising given the concerns about pedestrian safety, since most people access transit by walking. Nor is there any mention that due to its location in an urban village within a frequent transit area, there are no parking minimums.

In summary, I strongly oppose the inclusion of 105 units of parking in the development. At most, a few ADA spots, residential loading for move in/out, grocery loading, etc., and delivery loading should be the maximum parking in a building in this context. JFS should show its work regarding identifying other parking options for its staff, and a sustained commute trip reduction effort. With reduced parking capacity and thus reduced traffic, the concerns regarding alley pedestrian safety would be greatly allayed. But, in any case, given that there are likely far greater numbers of pedestrians and cyclists using 16th Ave than the alley behind it, if you must keep any parking, it makes more sense from a safety perspective to put the garage entrance on the alley.

Thank you for your time.

Sincerely,

Kimberly Kinchen
Resident of the Marquis Co-op at 1605 E Olive St., Seattle

✓dRM

Project# 3030517-LU

CURRENT RESIDENT
1605 E OLIVE ST #204
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 18 2020

RECEIVED

XX

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

Name: JAWNA CUNED

Address: 1605 E. OLIVE ST. UNIT 204 Seattle 98122

Email Address: jannacuned@gmail.com

Comment: As an owner of the Marquis Co-op, I have a vested interest in making sure this development doesn't unduly influence the quality of life of Marquis shareholders. Setting the widest possible setbacks to keep a 7-story building from completely shadowing out our community garden/outdoor space is a top priority. Also important - if parking lot access is in the alley, it will be quite unsafe and unsustainable - there will be nowhere to place the yard, garbage and recycling for the currently existing 3 apartment buildings sharing the alley, and the passageway is not wide enough to accommodate 2-way traffic, which would absolutely become a reality by adding 90+ residential units. Also important - that strict limits be placed on hours of construction. We have many elders and some small children residing in our building and allowing construction from 6 AM - 10 PM would make the health and rest impossible. Please consider the impact that such a large building project in such a small residential footprint will have on us as next door neighbors. This project will be driving down the sales price on our units, disturbing our peace when our city is likely to endure more quarantine in the future, and filling our street w/ dust and rubble for 2 yrs. We should be given every opportunity to voice our concerns during this process.



May 7, 2020

PROJECT CHANGE: DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	Address:	1620 16TH AVE
Project:	3030517-LU	Zone:	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1)). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

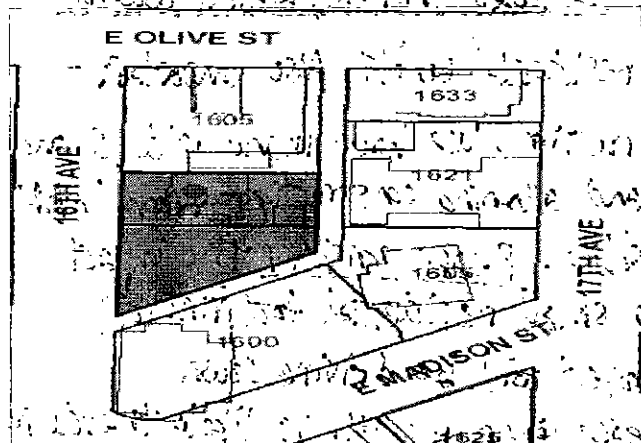
SDCI will accept written comments to assist in the preparation of the early design guidance through May 20, 2020. You are invited to offer comments regarding important site planning and design issues you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the Design Proposal documents included with other project documents found at Seattle Services Portal (<https://cosaccela.seattle.gov/portal/welcome.aspx>) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, P.O. Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

Herbaugh, Melinda

From: Jack Hilovsky <jhilov@yahoo.com>
Sent: Tuesday, May 19, 2020 5:01 PM
To: PRC
Cc: Jack Hilovsky
Subject: Design Review Comments: Project 3030517-LU

CAUTION: External Email

Project: 3030517-IU
Applicant Contact: Daniel Goddard
SDCI Planner: Tami Garrett

Hello and thank you for the opportunity to comment on the above project. Please confirm you have received this email. Thanks!

I reside across the street from the planned development, a 7-story, 88 unit apartment with restaurant. If the decision to build such a large building has already been made, my comments may have little effect, but I will share them anyway.

16th Avenue between Denny and Pine is a very quiet, tree-lined residential street with townhomes, elegant 1920's condo buildings, and several group homes for people with mental health challenges. There are a lot of pedestrians--walkers, bicyclists, children, and old folks. I have lived here for 22 years and am concerned that this building will overwhelm the street especially with the number of trucks that are already parked on 16th between Olive and Pine St that deliver daily to the Central Coop on 16th and Madison.

1. I am concerned about the plans for the 105 vehicles that are proposed to be housed in this building. On such a quiet, and pedestrian friendly street which already has parking on the west side of street, how will all these cars impact the pedestrian quality and safety of the street? I strongly advise against having the parking entrance front off of 16th Avenue. I think it will create risks for pedestrians/bicyclists getting injured by distracted drivers who will be trying to pull into or out of the building's parking garage. It's a recipe for chaos and injury.

2. I am also concerned about the height and density of the building. I know the city has approved new/existing building heights but the complex will tower over the rest of the residences on the block, with the exception of the apartment building housing the Central Coop which sits on 16th and Madison, a busier street and main traffic artery. Is there any chance that the building can be downsized to 5 stories to fit into the architectural ecosystem of the neighborhood/street?

3. My final concern is that the building will create a lot of chaos due to the restaurant/coffee house that will be on the bottom floor. While I like the idea of having a retail presence in terms of a lively street setting, it will be in the middle of 16th between Olive and Pine, which again is already populated with trucks for the Coop, bicyclists and pedestrians. This street is an informal Greenway, in my opinion, used by a lot of people on foot or bike. Also lots of dog-walkers.

Anyway, my comments may be too late, but I wanted to send them in case there are any plans to incorporate features that would compliment rather than antagonize the nature of the neighborhood street where I live.

I am happy to contribute these comments via any sort of public meeting online or via zoom.

P.S. If there is a place for me to see the design proposals for this building, please send me a link. I tried to find them via this link but was unable: <https://cosaccela.seattle.gov/portal/welcome.aspx>

With Kind Regards,

Jack Hilovsky
Garden Court Condos
1631 16th Ave, #118
Seattle, WA 98122
206.422.6023 (cell)

Herbaugh, Melinda

From: Susanne Recordon <srecordon22@gmail.com>
Sent: Tuesday, May 19, 2020 2:22 PM
To: PRC
Subject: Project 3030517-Lu

CAUTION: External Email

Please consider that this project is going to be built in an already dense residential neighborhood, with Mental Health Clinic, Jewish Family Services, and two popular and needed grocery stores.

The garage entrance to this proposed new building should be from 16th Ave.

If the garage entrance to 1620 16th is from the alley way behind the building it will be more congested and dangerous. Three buildings have resident exits that come on to the alley and pedestrian traffic is heavy. There is a parking lot for tenants in the Cascadia building. They must enter from the alley. The alley entrance is also for the back patio of the Marquis. And the south end will be a pick up point for a new day care center to open. The Central Co-op takes deliveries from the south end of the alley opening on 16th.

Olive street (north side of the Marquis) has busy traffic including access vehicles for the clinic and frequently emergency vehicles.

Thank you for considering my comments.

Susanne Recordon
1605 East Olive St. #302
Seattle, WA 98122
srecordon22@gmail.com

Herbaugh, Melinda

From: brace <brace24@gmail.com>
Sent: Wednesday, May 20, 2020 4:57 PM
To: PRC
Subject: project 3030517-LU, 1620 16th Ave.
Attachments: 3030517-LU 1620 16th Ave..docx

CAUTION: External Email

hello.

attached is my letter for the design and review of project 3030517-LU, 16020 16th Ave.

i do not agree with the zone and have concerns about the project as addressed in the attached letter.

thank you,

Curt Bolar

Hello!

I am writing to respond to the design and review of project 3030517-LU, 1620 16 Ave. This is a project that will significantly affect different aspects of this neighborhood and community if it continues as planned, which, unfortunately, I think should be reconsidered. The following are my observations as member of the Marquis Coop, Capitol Hill and this neighborhood for the last fourteen years and a citizen of Seattle since birth.

CENTRAL COOP

Central Coop is the life-source for this neighborhood and community. There are many places to shop in this neighborhood within a two-mile radius, several QFCs, Safeways, Trader Joe's, Whole Foods, and Grocery Outlet. The difference is that Central Coop focuses on organic, non-GMO, locally sourced produce and goods to support from farm to table. They have an extremely limited frozen food section, so that means that people who shop there prepare their meals using fresh produce and locally sourced goods, thereby supporting Seattle, King County and Washington State growers to the extent that they can.

There are several members of the Coop that I see often at the store, or who walk by when I sit out on 16th Ave. My cousin's grandparents who live a mile and half away also frequent the store. Neighbors eight blocks away shop and busk at the store in a brass/Klezmer band, providing much needed relief during the SIP order and social distancing measure. There is a cashier who wasn't able to work for three weeks because she couldn't find child care for her daughter. I mention these things because it is nice to walk into a store where workers and friends shop there because they believe in its mission. As I mentioned, when I sit on 16th, I see people walking and riding their bikes to the store. There are some drivers too, who, unable to find a parking spot, park in the three-minute zones of the Garden Court and Marquis Coop.

There are several senior housing facilities and at least one low-income housing project in a three-block radius. There is a large community of artists, aside from barristas (not working at Starbucks), who are on the low-income spectrum of workers in the city who shop at the Coop. The artists support the vibrant scene of Capitol Hill, which is part of the core of what makes Seattle a desirable place to live

around the world. They, like myself, shop at Central Coop because they know that the food they eat provides them with the ability to take care of their bodies, which is the vehicle for their craft. The through line from local, organic farmers, to Central Coop, to artists who serve the community, to the benefit of this city and state is invaluable in terms of the symbiotic relationship between food and healthy living. Its importance cannot be overstated!

An additional benefit of Central Coop is how they support the health habits encouraged during the Covid-19 efforts. The food and lifestyle choice of Central Coop members are likely to not be obese, have hypertension, or diabetes, of which doctors have said are in a high risk group for contraction of the virus. There is a correlation of these things and shows the importance of this store in the community.

The aforementioned is important to acknowledge as lifestyle choices that can affect anticipated longevity. A plan for how to keep the store open for their customers, deliveries, ability to walk or bike to the store needs to be understood, especially in the Covid-19 environment.

PARKING/TRAFFIC

As it stands there is very little parking for the individuals who live in this neighborhood. I understand there will be 105 underground parking spots that will affect traffic flow on the surrounding streets. Currently the parking attendants do not ticket individuals who park in the 3-minute parking zones for The Garden Court or Marquis. These zones are also abused by shoppers for Central Coop, Trader Joe's and Sound Mental Health, even though the two stores offer parking for their customers. There are cars that have parked in the same spot for a month or more with flat tires that I have watched parking attendants pass, not check or ticket. There are cars that park alongside the 1600 16th Ave. building, Central Coop, as you exit the alley that is clearly marked as a fire lane. When I walk by, I cringe to know that if there was an emergency first responders may not have access because of the cars parked in that lane.

For the Marquis Coop, we added large rocks on the 16th Ave. because cars, mail carriers, semi-truck drivers, delivery vehicles constantly drove/parked on the

curb damaging the lawn. They have become a deterrent for parking or driving on the lawn.

Delivery drivers (UPS, Fedex, Uber, Lyft, food, etc.) are constant throughout the day and often block the driveway of the Marquis Coop on 16th, or park any way they desire regardless of the flow of traffic. I have also watched/recorded Uber/Lyft drivers stop and park directly in front of Central Coop blocking the sidewalk handicap access. It may be a quick pick up of a passenger, but it isn't just one driver, it is compounded by many everyday and it disrupts traffic flow.

The greatest of these issues are the delivery trucks for Central Coop, which is far more valuable because of their support of the community for how they sustain the community beyond just selling groceries to customers. Their delivery trucks often line up on 16th Ave. waiting to drop of their goods. They are as important as the Sunday market Broadway, if not more so because of their daily contribution as opposed to just Sunday.

WHERE WILL ALL OF THE CONSTRUCTION WORKERS PARK, that won't take away spaces from an already crowded neighborhood? Will there be better enforcement of parking regulations?

So, what is the plan to accommodate these different parking needs of the community for an additional building?

Is there any consideration of the impact the express bus lane project on Madison will affect the traffic for this project?

1620 16TH AVE. – THE PROJECT

Unfortunately, I cannot support the design of this project. It no longer fits in the current environment in terms of health, economy and traffic. Because no construction has begun there is an opportunity to reconsider this project.

The trade off of allowing first level space for businesses for the extended height no longer applies. The economic effects of Covid-19 have really challenged the small business community, which usually occupy these first level developments. This building is not on corner of high traffic area, such as 14 and 15 and Pine. It is in the middle of residential street. Changing the zoning to accommodate the business model is not prudent given the challenges to small businesses as it stands. In the

end it will be another empty first level store front in Seattle, because it has become the model to develop buildings rather than invest in the community. The business would have to mark up its products to pay the rent in a new development in a city where it is overrun with this kind of design. At this point in time the health of the neighborhood far outweighs this proposed project.

If there was an opportunity to create a mixed income building (low-income to market rate) starting on the first level, rather than the trade offs of contributing to a city fund to develop low income housing elsewhere or creating first floor store fronts, in exchange for height, to increase the developers ROI and supposed economic development (the former of which is a social injustice because it passes the developers responsibility to the city to build homes in a less desirable area dismissing economic sustainability for all, not just a few), that would be more appealing.

Forgive my ignorance, but I don't understand the need to bypass living on a first floor. The Garden Court, The Marquis, single-family homes, newly constructed town homes, and several other buildings in the neighborhood have first floor living accommodation. The necessity to not have first floor living is because that has become the give away in the development model, but that doesn't mean that it has to always be! The cost and return is not that inviolable to be reconsidered?

This community should be informed of how this project will be built under the new guidelines for reducing Covid-19 infections. Not just at the work site, but in the community as well. What kind of oversight will there be to be sure that these requirements are enforced?

Is there an opportunity to incorporate legacy representation in the project similar to the Mid-Town project on 23 and Union (artists creating work for the project that represents the Black community) or the Capitol Hill Housing Project at Broadway and John (artists creating work for the project that represents the gay community)?

An additional concern is the long term settling of the project and how it will impact the Marquis. I understand that a retaining wall will be built to manage the weight of the new construction as it abuts our structure, but I am concerned for what can happen during the tear down, construction of, and as the building settles.

Developers often want to eschew any kind of responsibility for how their construction impacts any existing construction, especially for a building that will soon turn 100 years old. In this regard, they should be held accountable for any long-term effects that may impact our building. Anything can happen as a building settles and change the relationship between the two buildings. In anticipation of this, they should bare some of the responsibility (cost to repair) the unforeseen for up to twenty years. I feel fortunate to live in a building that has been solidly constructed to last for the amount of time it has, and as a steward of Marquis, it is my responsibility to do what I can to maintain it's existence, and any changes that come about because of new construction should bare that responsibility as well. Since we have limited issues as we are, anything new is assumed because of the new construction. It is important that this be acknowledged in advance of projects beginning.

OTHER QUESTIONS/CONCERNS

What is the plan for air quality when using adhesives and other materials in constructing this project? It is a huge concern as we move into a new normal and care for health for Covid-19.

Illegal dumping is frequent in this neighborhood, especially on 15 and olive and in the alley that serves the Marquis. What steps will be taken to deter individuals from dumping at a construction site?

There are challenged individuals in this neighborhood who relieve themselves in alleys, cubby holes, small spaces and wherever they can find. Because of the health climate we are in, human urine and fecal matter is a cause for concern.

What will be done to sustain the long term growth of trees along 16th? What will be the practice to ensure that they will not have to be razed. I have seen many trees damaged and no one take responsibility for it because of the inability to find the party that has exacted the damage. What kind of accountability measures will be assigned for tree damage, assumed or not?

Noise mitigation. Work hours. Damage to surrounding properties. What will be the protocols to handle any concern that arises?

Recycling and garbage pick up as it stands now is fairly seamless. What is the impact and plan to address this if construction moves forward?

I am concerned about the amount of trash/garbage production this project will generate. Even in this Covid-19 environment, the frequent use of rubber gloves and masks most often they are just thrown on the ground and not properly disposed. Even when properly disposed, I can only imagine the amount of garbage created from the rubber/plastic alone that threatens OUR environment. Not just in their disposal but also in their creation – oil, adhesives, chemicals, transportation of supplies, basically supply chain. What measures will be taken to minimize this element during the process?

In building an 88-unit structure, I am concerned about the additional effects of dog and cat ownership. It has been said that cows are greater harm to the environment because of their flatulence production. I bring this up because I actually believe it is cats and dogs. Individually, no. But over the course of their lives, perhaps even more: food production; toys made; bags to pick up their feces; urine and feces filled with chemicals from processed food production; cat litter filled with chemicals to mitigate the smell of indoor cats urine and feces, and then discarded in landfills. Our romanticized idea of these pets does not allow us to see how they impact our environment. On my walks on Capitol Hill I constantly see little bags filled with dog feces left behind on the sidewalk or some corner because an owner neglected to dispose of it properly. This is also my concern for this project. If up to half of the owners have pets, it will compound the impact on the environment of 16th Ave. When an owner wants to relieve their dog, a quick jaunt outdoors. However, it isn't on their own lawn, it is wherever the dog sees fit to do so. I watch this constantly as owners walk their dogs. It is interesting to me how, because it is a dog, there is no concern, or respect, by the owner to understand their own behavior and responsibility when they own a dog or cat. Ultimately, we are the arbiters of our own demise. Even if this project is filled with only half dog or cat ownership, it is still compounded to affect the neighborhood, community and environment.

Thank you for your time and I look forward to your response to these concerns.

Curt Bolar

The Marquis Coop

1605 E. Olive Street, #102

Seattle, WA 98122

Brace24@gmail.com

Herbaugh, Melinda

From: Jason Horowitz <horowitz.jason@gmail.com>
Sent: Wednesday, May 20, 2020 4:18 PM
To: PRC
Subject: Public Comment for Design Review - 3030517-LU

CAUTION: External Email

Hello,

I am a neighbor of the proposed project - current residence at 1631 16th Ave, Seattle, WA 98122.

I object to the project as currently conceived for the following reasons:

- proposed seven-story edifice is out of proportion to existing architecture and aesthetic, will block light for neighboring buildings and will fundamentally change the residential nature of the street.
- 100+ parking garage is not in keeping with the policy of the city to encourage use of public transit and discourage private vehicles.
- proposed restaurant is out-of-keeping with residential neighborhood: can't think of a single other street in the upper portion of Capitol Hill that has a restaurant on the side street.
- destruction of a gracious, historic building in good condition on the property is uncalled for.

My alternative proposal would be for a much smaller building on the footprint of the existing parking lot and leave the existing building alone.

Respectfully,
Jason Horowitz

Herbaugh, Melinda

From: Nina Mross <nina.m.mross@gmail.com>
Sent: Wednesday, May 20, 2020 8:40 AM
To: PRC
Subject: 1620 16th Ave project 3030517 comment

CAUTION: External Email

Hello,

My comments on project 3030517:

Why does this development not include any affordable housing? How is it meeting our sustainability and biodiversity goals? Where is the LID? How is the existing community being represented here? What good for the street does a big lobby do? Those only serve to create more "have" and "have-not" spaces on our street fronts.

The proposal says they are creating an intimate, human scale street front. But the facade looks the same as every other huge-column, large glass, flat canopy new building in Seattle, which do not have intimate, human scale street fronts. The scale is too big, the glass imposing, and the form too homogenous and bland to create the kind of lively, local street front we all want. Look to the older building being torn down, or to street fronts from pre-mid-century buildings for cues on how to make things human scale. Westman's Bagels across Madison is human scale. I think this is a major issue with design review so far. People get misled by the nice renderings and don't get close enough. The words in the proposal say it's human scale, but the design doesn't follow through. The scale is not intimate - but it could be! Let's use this opportunity to really examine what our street fronts could be. More heterogenous, more varied, more fine-grained, more intimate, actually human scale.

The landscape design needs to also be human scale as well, not big block plantings on grid of the same plants. Let's have pollinator and biodiversity support, jobs for skilled gardeners, etc.

Thank you!

--

Nina

Herbaugh, Melinda

From: jill norton <jilljnorton@hotmail.com>
Sent: Wednesday, May 20, 2020 9:48 AM
To: PRC
Subject: Comments on project # 3030517-LU

CAUTION: External Email

SDIC - PRC-

I am writing in reference to project # 3030517, the development at 1620 16th Ave. I have been a resident at the Marquis Co-op, the property located directly to the north of this project, for 18 years. I would like to express my support of the plan as proposed, in particular regarding the location of the entrance to their parking garage being located on 16th Ave.

The alley to the east of both my building and the project is often blocked at one or both ends due to frequent deliveries to the store (Madison Market) on the south end and many vehicles on E Olive St. for pick-up /drop-off, at Sound Health on the north end. It is not uncommon to not be able to drive down the block of E Olive St between 16th and 17th during business hours due to waiting vehicles, meaning vehicular access to the alley is effectively blocked at various times through the day. There is also a great deal of pedestrian traffic around the alley entrance from people accessing services at Sound Mental Health, which would be negatively affected by any increase in traffic. Even as a pedestrian I already find it at times difficult to safely navigate this alley. Additionally, this alley is used almost daily for garbage and recycling trucks, which cause further congestion and blockage of the alley. It is both an issue of pedestrian safety as well as viable flow of traffic, especially as the alley is not wide enough for 2-way traffic (it is barely wide enough for larger delivery trucks and pre-existing structures are built to the edge of the alley space). Both The Marquis and the Cascadia Apartments, located on the east side of the alley have entrances directly onto the alley which are frequently utilized by residents on foot, especially as trash and recycling for these and other buildings are located in this same alley. Because of these issues surrounding both vehicular traffic and pedestrian safety, I strongly support the proposed 16th Ave entrance

I would also like to voice my support for the requested rezone of the property as that will allow for the larger setbacks proposed in the current plan.

Thank you for your time,

Jill Norton
1605 E Olive St. # 210
Seattle, WA 98122

PRC

From: MJ Porter <mjporter@gmail.com>
Sent: Wednesday, May 20, 2020 7:39 PM
To: PRC
Subject: 1620 16th Avenue Design Review Comments
Attachments: IMG-2331.jpeg; IMG-2341.jpeg; IMG-2340.jpeg; IMG-2329.jpeg; IMG-2338.jpeg; IMG-2250.jpeg

CAUTION: External Email

Note: I live across the street from this proposed structure.

Mary Jo Porter
1631 16th Avenue, #404
Seattle 98122

Comments on the intended uses

88 apartments in a 7-story building

Yes, I will miss “the blue house,” BUT **I LOVE THIS PROPOSAL**. The building size and density are in keeping with Capitol Hill, we need more housing, and my understanding is that much of this housing will be low income, which makes me even more supportive. I think the “look” of the building is fine. I prefer a well-designed modern building over some attempt to “blend in with the housing” which just looks ridiculous (for example the block north of Pine between 15th and 14th.)

Restaurant with outdoor seating

I like the idea of a restaurant with sidewalk seating but...

...the future restaurant operators should be aware that extremely large refrigerated trucks with their engines running will be parked directly in front of the restaurant for extended periods of time, as they unload to Central Co-op. Central Co-op has a loading dock but no longer uses it for loading, it is filled with pallets and is inaccessible. Trucks large and small line up along 16th (including in the 3 minute zone in front of the building across the street. In the summer, especially, when windows are open, the noise of these engines is intolerable for residents of the current apartments and it will be for the residents of these new apartments and those dining on the sidewalk.

In addition, another driveway crossing the sidewalk will make the whole block even more treacherous, which it is already.

Page 55 of the proposal details Central Co-op’s use of their loading dock. **This information is in error.** Trucks and vans no longer use the loading dock, and large trucks never did. They line up along 16th Avenue, at times almost all the way to Olive, filling the north side of the street (which is “no parking”) and the 3 minute zone in front of the Garden Court apartments, and even the handicapped spaces near Pine. (SEE PHOTOS BELOW)

I shop at Central Coop and strongly support having this grocery store on my corner. But the city needs to take control of the kinds of trucks that service buildings with NO OFF-STREET LOADING SPACE in dense residential neighborhoods. Semis are not appropriate.

SEE PHOTOS BELOW

Parking

The parking plan is completely unacceptable, given the already available commercial parking within 1 or 2 blocks of the building and the **climate crisis** and the expectation that Capitol Hill is a **DENSE URBAN NEIGHBORHOOD FOR PEOPLE, not cars**. In addition, all of those cars crossing the sidewalk would make a mockery of the design for a people-oriented street frontage.

The plan is to have 53 residential parking spaces for 88 units, which may be more than required, given the size of the units and the likelihood that many residents will not own cars.

There are also 49 non-residential parking spaces planned, FOR WHAT? It is stated they are for “the Jewish family Services Campus directly across the street.” Seattle Central is a “campus.” UW is a “campus.” JFS is ONE RELATIVELY SMALL BUILDING, it is not a “CAMPUS.” It already has a parking lot in the building and it is more than replacing the lot being built over. Presumably the JFS is intending to use these spaces as income generators for the building. THAT IS NOT AN APPROPRIATE USE.

This is an already completely overburdened residential street and adding this completely unnecessary additional parking is UNACCEPTABLE. **Several of the new buildings in the immediate area have parking for rent because they overbuilt their parking. This parking could be rented by JFS staff (who should pay for their own parking), presumably for less than the cost of building more parking.**

DEMAND: Eliminate AT LEAST one floor of parking, preferably two.

Construction impacts

As a final note, I cannot imagine how the construction activity and the truck loading activity as it occurs today are going to co-exist.

Photos



2 semis lined up on 16th — this happens almost every day, with a bunch of vans as well



A van squeezed into the parking strip next to one semi, and killing the tree (see below)



Van crushing tree roots, illegally parked



The actual contents of a semi... with its back door completely open and its engine running to keep the refrigeration on.



This is the so-called "loading dock" - photo taken in 2018 — I walked by today and it was completely filled with "stuff"... not even a car could have fit in there. It is the responsibility of the CITY to plan for supplying commercial businesses that operate without adequate loading docks. Supply by semi is not the answer.



“Thermo King” engine running... parked in front of future sidewalk diners and below residential apartments whose occupants will be eating the fumes and unable to sleep because of the noise (they come very early and very late).

✓dRM

Project# 3030517-LU

CURRENT RESIDENT
1700 E MADISON ST #615
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 22 2020

RECEIVED

XX

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19
Name: Emily
Address: 1700 E Madison St #615 Seattle WA

Email Address:

Comment: It is really a shame that such a beautiful building in fine condition is being demolished. There are already so many cookie-cutter high rises in this area; all of the unique character of Capitol Hill is being destroyed - which is what made it such a desirable neighbourhood in the first place. I encourage your developers to keep the house + height and build in the space around it. It would make your multi-family property stand out, and not annoy the community in which you are trying to enter.
- Capitol Hill resident since 2011.



May 7, 2020

PROJECT CHANGE:

DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	Address:	1620 16TH AVE
Project:	3030517-LU	Zone:	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1)). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

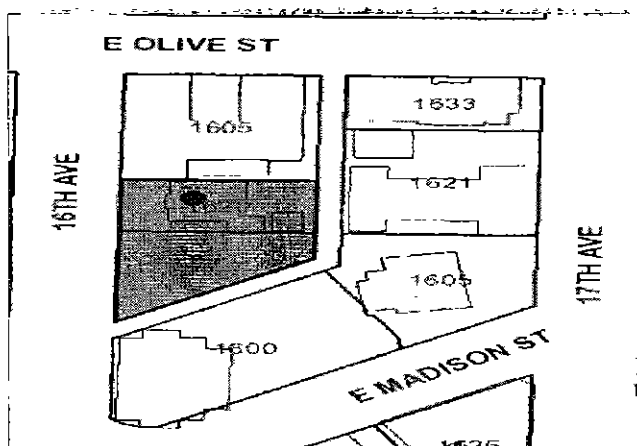
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (<https://cosaccela.seattle.gov/portal/welcome.aspx>) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north
This map is for illustrative purposes only. In the event of omissions, errors or differences,
the documents in Seattle DCI's files will control

Harris, Johnny

From: Andrew Haas <andrewdhaas@hotmail.com>
Sent: Wednesday, May 27, 2020 11:20 AM
To: PRC
Subject: 1620 16th Ave (3030517) public comment

Categories: Johnny Harris

CAUTION: External Email

This is a great project. Kudos to the design team. My only criticism is that it should be set back an additional foot or two to maintain the character of this vibrant green street and the viability of the large trees. It seems like a fair tradeoff for the departure to add parking access off of 16th rather than the alley as required by code.

Andrew

PRC

From: Megan Tully <megtully@hotmail.com>
Sent: Wednesday, May 26, 2021 11:39 PM
To: PRC
Subject: Project 3030517-LU

Categories: MC, Public Comment

CAUTION: External Email

To whom it may concern,

I am writing to express my dismay upon learning of plans to demolish the historic Conover House at 1620 16th Ave. Of course increased housing density is important, but driving through that neighborhood you can see many other lots that would be able to be developed without destroying this beautiful and architecturally significant home. The developers could easily build on the lot next door and bring additional housing to the neighborhood while preserving this home for the future. I encourage the DPD to require the developers to create a plan that saves this structure.

Thank you,

Megan Tully

PRC

From: Scout ! <pupscout@gmail.com>
Sent: Thursday, May 27, 2021 12:12 PM
To: PRC
Subject: Project number: 3030517-LU

Categories: MC, Public Comment

CAUTION: External Email

Project number: 3030517-LU
1620 16th Ave

This building was built in 1893. 1893! **By the very man who coined the term Evergreen State.** And you're okay with tearing it down. Original fixtures, beautiful interior woodwork, a property covered in a healthy garden, multiple apartments with below market rates, and you're okay with tearing it down.

There is no reason to move to a city that looks like any other city and costs even more. The former owner of this house was deceived by their broker and by the developers (JFS). They did not want it torn down and were told it would not be. This demolition is being done in bad faith. Why does the community need another cheaply constructed but expensive apartment building with no character and no reference to the city it's being built in? Make no mistake--none of these newly constructed buildings are affordable, and to imply such a thing is insulting.

There are already empty apartments all over that need to be filled, but no one can afford those, either. I've already lost an old apartment building I was living in, and I doubt I'll ever again afford to live in the city I've known all my life. My own alleged community is driving the community out. But at the rate it's being stripped of its history, I might not want to live there again, anyway.

I know that money talks more than history ever does, but unfortunately that's the root of the problem.

PRC

From: Andrew Wiseman <awiseman@gmail.com>
Sent: Thursday, May 27, 2021 12:31 AM
To: PRC
Subject: Comment on 3030517-LU, 1620 16th Ave

Categories: MC, Public Comment

CAUTION: External Email

Hello, I recently heard the Conover House was going to be demolished. I think that's absurd and terrible for Seattle's history. Please don't let this project go forward.

Andrew



Report Generated: 05/16/2023

Public Comment

3030517-LU-PC

Record Details:

Address: 1620 16TH AVE, SEATTLE, WA 98122

Description of Work: Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

MUP TYPE		
MUP Component	Component Detail	Outcome
Design Review	Other Development Standards	
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous

This property is near the new Madison BRT line. The development should reduce or eliminate the added parking. Seattle has made public commitments to reduce carbon emissions but adding parking will induce demand for more driving.

Comment submitted on: Tue May 16 2023 22:48:43 GMT-0700 (PDT)