

City of Seattle  
**Hearing Examiner Exhibit**

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED \_\_\_\_\_  
**FILE #** CF-314441

42

**Examiner, Hearing**

**From:** lone Rowe <irowe48@outlook.com>  
**Sent:** Wednesday, September 29, 2021 6:53 PM  
**To:** Examiner, Hearing  
**Subject:** SDCl) is in the process of permitting two projects that will contain over 1,500 new apartments along 8th Ave between 106th and Northgate Way.

**CAUTION: External Email**

- Eighth Avenue is bordered by Environmentally Critical Areas (ECAs) on both sides
- The City of Seattle has spent millions of dollars, and volunteers have poured thousands of hours into restoring this natural area
- It is crucial that as much of the increased traffic as possible be directed away from 8<sup>th</sup> Avenue NE; this includes the many resident vehicles, visitor vehicles, delivery vehicles and service vehicles such as trash and recycling trucks, electrical and water trucks, and even fire engines and paramedic vehicles
- Increased traffic is already creating dangers to public access and impairing the public's ability to enjoy the benefits of the natural area, as well as preventing access by large service and delivery vehicles
- ADA access has never been good, but now it's impossible with the current parking overload
- The new buildings will have sidewalks, but there is no plan or budget for a safe pedestrian way adjacent to BPNA, where neighbors like to watch for wildlife and enjoy the greenspace.
- Berm/swale or other types of 'slow the flow' sidewalks should be used.
- Consider the potential effects of new development on groundwater, peat soils (if any), and the riparian buffer along the South Fork of Thornton Creek and its tributaries (and how these changes could affect NGV property)
- Consider the small but concerning incremental chemical impacts of tire wear, which have been shown to be the "smoking gun" in coho salmon prespawn mortality

lone Rowe  
10501 8th Ave NE unit 433  
Seattle WA  
98125

Sent from my iPhone



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED  
FILE # CF-314441

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**Examiner, Hearing**

**From:** CLARE HILL <chill\_148@comcast.net>  
**Sent:** Thursday, September 30, 2021 10:27 AM  
**To:** Examiner, Hearing  
**Subject:** Oct 6, 2021 Hearing on 8th Avenue NE Developement

**CAUTION: External Email**

City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA98124-4729

New construction on 8<sup>th</sup> Avenue NE has already produced serious problems for the neighborhood. More construction will cause conditions to worsen.

Apparently, the developers for the new buildings were allowed to build without providing adequate parking for their tenants. Now they are parking along the narrow section of 8<sup>th</sup> Avenue. So the road is dangerous for pedestrians. There has been an increase in crime. Our building has been broken into many times. And recently, a car was broken into, the windows smashed and engine stripped. Trash is being thrown into the street. Parking right next to the wet lands without a berm will allow chemicals to leach into the wildlife preserve. Service vehicles often cannot reach our building, nor can waste management trucks. And our garbage cans are now overflowing.

All of this is unacceptable. Allowing large developments to proceed would be far worse. Before that could happen, the previous developers should be made to provide parking for the existing tenants. Or parking should be forbidden on the narrow section of 8<sup>th</sup> Avenue.

I will ask our condo board to document these issues, and to publish them, along with the names of the developers and city council members who are responsible for the problems.

Clare William Hill  
Chill\_148@comcast.net  
206-420-2289  
10501 8<sup>th</sup> Avenue NE #426  
Seattle WA 98125



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ DENIED  
FILE # **CF-314441**

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**Examiner, Hearing**

**From:** Clarissa Koszarek <clarissakoszarek@gmail.com>  
**Sent:** Thursday, September 30, 2021 12:02 PM  
**To:** Examiner, Hearing  
**Subject:** Comments for Hearing on Oct. 6th (8th Ave NE Greenway)

**CAUTION: External Email**

To whom it may concern,

My name is Clarissa Koszarek and I am a resident/condo owner at Northgate Villa at 10501 8th Ave NE Seattle WA 98125. I am writing to express my concerns regarding the Kindred Hospital project (#3035925-LU), The Park at Northgate (10735 Roosevelt Way NE, 3033517-LU) and the additional construction in review on 8th Ave NE between the 106th and 103rd blocks..

The current design for these projects require all building traffic to enter and exit on 8th Ave NE, a designated pedestrian and bicycle greenway, within feet of Thornton Creek at Beaver Pond Natural Area (BPNA) and its tributaries. Additionally, with all the 1000+ new apartments near the greenway, completed or expected to be built by about 2025, many residents will have cars and the apartment plans do not provide nearly enough parking on site to accommodate which leads to an immense increase of cars needing street parking that frankly doesn't exist on 8th Ave NE.

Over the last 3 years that I have lived at Northgate Villa, the amount of congestion, near accidents, illegal parking blocking the street and unfortunately dead Beavers on our narrow street has grown exponentially. As a pedestrian walking my dog, I do not feel safe due to the increase of traffic going by our building and this problem will only worsen with the new building from the Kindred Hospital project and the potential.

As part of the Northgate Neighborhood Greenway, 8th Ave NE should function as a safe route for bicyclists and pedestrians. However, as walkers in the neighborhood like myself know, 8th Ave NE has never been busier, or more treacherous. Due to other recent apartment construction, there has been a significant increase in vehicle traffic and parked cars on this narrow street. With no sidewalks south of NE 106th St, this congestion causes serious hazards to pedestrians and visitors to BPNA every day.

The additional daily traffic that 1000+-units of apartments will create on 8th Ave NE will do more than just further congest an already dangerous chokepoint. The extra vehicle load will send yet more toxins into Thornton Creek, in particular a chemical derived from tires, which is now known to kill coho salmon before they can spawn.

I am rightfully concerned about these increasingly hazardous neighborhood conditions and the impact of increased traffic and construction on the creek at BPNA. The proximity of these projects to Thornton Creek will negatively impact the coho salmon, the wildlife at the BPNA and the people living in the area who would like to feel safe walking and cycling in their neighborhood. This project will only increase traffic on 8th Ave NE will create additional hazards for pedestrians/cyclists as well as endanger wildlife.

A summary of my main concerns is as follows:

- Eighth Avenue is bordered by Environmentally Critical Areas (ECAs) on both sides
- The City of Seattle has spent millions of dollars, and volunteers have poured thousands of hours into restoring this natural area
- It is crucial that as much of the increased traffic as possible be directed away from 8<sup>th</sup> Avenue NE; this includes the many resident vehicles, visitor vehicles, delivery vehicles and service vehicles such as trash and recycling trucks, electrical and water trucks, and even fire engines and paramedic vehicles
- Increased traffic is already creating dangers to public access and impairing the public's ability to enjoy the benefits of the natural area, as well as preventing access by large service and delivery vehicles
- ADA access has never been good, but now it's impossible with the current parking overload
- The new buildings will have sidewalks, but there is no plan or budget for a safe pedestrian way adjacent to BPNA, where neighbors like to watch for wildlife and enjoy the greenspace.
- Berm/swale or other types of 'slow the flow' sidewalks should be used.
- Consider the potential effects of new development on groundwater, peat soils (if any), and the riparian buffer along the South Fork of Thornton Creek and its tributaries (and how these changes could affect NGV property)

- Consider the small but concerning incremental chemical impacts of tire wear, which have been shown to be the "smoking gun" in coho salmon prespawn mortality

Given these apparent issues, I ask that you please consider the impact that approving these project plans would have on the safety of our community and wildlife. I would hate to see our beautiful natural habitat destroyed due to negligence.

Best,

Clarissa Koszarek

City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED ☐  
FILE # CF-314441

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**Examiner, Hearing**

**From:** Jeremy Taiwo <jeremy.taiwo@gmail.com>  
**Sent:** Thursday, September 30, 2021 7:59 PM  
**To:** Examiner, Hearing  
**Subject:** Appealing to the rezone and construction of new buildings long 8th Ave NE & NE 105 st/Northgate Way

**CAUTION: External Email**

Hello,

My name is Jeremy Taiwo. I was born and raised in Seattle. I currently live on 8th Ave NE and NE 105 St. I am writing to express my concern of the plans for a serious expansion of houses and its effects on the beaver preserve and traffic along 8th Ave NE.

I have used 8th Ave as a conduit for training and take time to walk through the preserve. As I am a USA Olympian from 2016, in training for the 2020 Olympic Games, I did much of my running along this road and have personally been almost hit by traffic and seen other adults and children almost hit. With inadequate parking, no sidewalks and narrow roads, this road could not and will not support hundreds of more motor vehicles of residents accessing from the new proposed developments slated to go in.

Currently, I am also a firefighter. With the increase in parking along 8th Ave NE, and traffic through the street, I've witnessed the danger to emergency response and access to Northgate Villa Condominiums multiple times. This will only worsen with more access and traffic coming from large developments planned to spill their traffic out onto 8th Ave NE.

I suggest that these apartment buildings be reconsidered by way of footprint, overall story height and that their access be out to a safer street (Roosevelt Ave NE) that has sidewalks, bike lanes and traffic lines. This will make the community safer, and allow for pedestrians and bike traffic to utilize the narrow 8th Ave NE without fear of motor vehicle accidents.

I have seen more runoff, the waste from vehicles passing through and the destruction of the preserve with more people going through the area. This will only increase if development escalates.

Thank you for your consideration,

Jeremy Taiwo





City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED  
FILE # CF-314441

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**Examiner, Hearing**

**From:** CLARE HILL <chill\_148@comcast.net>  
**Sent:** Saturday, October 2, 2021 6:31 AM  
**To:** kwalker@avvanta.com; northgatevillaboard@googlegroups.com; Examiner, Hearing  
**Subject:** Oct 6 2021 Developement Meeting

**CAUTION: External Email**

New development in the 8<sup>th</sup> Avenue NE area will degrade conditions in the neighborhood. The area is low density, with low rise condos and apartments, and mostly houses. The streets are narrow and without sidewalks. The increased congestion would make the streets unsafe for pedestrians. The new buildings would cut off the light and the views.

Crime has increased with the buildings that have already been built. Of course they have high security features, as the new development presumably would have. The surrounding neighborhood does not. So crime will get worse for the existing residents.

This is North Seattle, a semi suburban area. Allowing high density development here, for the increased profits of developers, will degrade living standards for the current residents. It is unacceptable. The streets and buildings were not built for a high density area. And the developments should be limited to the standards of the surrounding neighborhood.

Clare William Hill  
Chill\_148@comcast.net  
206-420-2289  
10501 8<sup>th</sup> Avenue NE #426  
Seattle WA 98125



October 3, 2021

To: City of Seattle – Hearing Examiner  
700 5<sup>th</sup> Avenue, Suite 4000  
P.O. Box 94729  
Seattle, WA 98124-4729  
www.seattle.gov/examiner

City of Seattle	
Hearing Examiner Exhibit	
Applicant	_____
Department	_____
Public	<input checked="" type="checkbox"/>
ADMITTED	<input checked="" type="checkbox"/>
DENIED	_____
FILE #	CF-314441

47

From: Susan Jacobsen  
Co-Appellant

Address: 10713 Roosevelt Way NE  
Project: 3033517-LU  
Clerk File: 314441  
Zone: LR3(M)

Applicant Contact: Any Paroline, Paroline Associates  
SDCI Planner: Carly Guillory

Re: Appeal Director's Decision (Environmental Determination)

To Whom It May Concern:

I have lived at the Northgate Villa Condominium for many years and have enjoyed quite up close all the elements of our greenway and especially the Beaver Pond area on 8<sup>th</sup> Avenue NE. I have watched beavers and ducks and fish and birds and woodpeckers and blue herons all make appearances there for all of us to enjoy. It was fun to watch children and others from the neighborhood enjoy this too. Truly a gem of the Maple Leaf/Pinehurst area!

While more and more people are moving to Seattle, it was inevitable that changes would have to be made to accommodate everyone, but at the same time, could we not be flexible enough to limit anything that would cause environmental harm to the air, animals, and even other human beings?

Here are my current observations:

1. There is insufficient parking provided by the 2 apartment complexes to the north of us, so they (and others) have been parking in front of the Beaver Pond on 8<sup>th</sup> NE.
2. Cars are leaking oil on the asphalt.
3. The asphalt is cracking and breaking at the edge of the street under too much weight.
4. Exhaust from more cars and tires "toxicity" cannot be good for the animals and humans.
5. The traffic congestion from cars, bikes, trucks, and walkers has caused a real safety hazard due to the fact that the street is so narrow. Definitely not a good thing any time of day!
6. Large utility, moving, and garbage trucks as well as emergency vehicles and others have difficulty navigating where they have to go due to lack of street space, and this causes slowed-down emergency response and (in the case of Northgate Villa) garbage piling up for more than 2 weeks.
7. At best, I don't think 8<sup>th</sup> Avenue NE between 105<sup>th</sup> and 106<sup>th</sup> is wide enough to accommodate cars, bicycles, wildlife, and humans even at this point (without even discussing environmental concerns), but I guess enforcing parking signs will help. (continued)

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City of Seattle Hearing Examiner  
Project: 3033517-LU  
Page 2

Limiting the size of the new apartment buildings so they won't over-tax what is already over-taxed is absolutely imperative and would be ecologically sound.

If more units being built could have entry and exit places to go onto Roosevelt or north up the street to the corridor going to 5<sup>th</sup> Avenue, I think it would help a lot of environmental concerns I have.

Another solution would be to have more parking spaces in the apartment buildings themselves.

Let's keep the greenway a peaceful and beautiful place!

Susan Jacobsen

City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED \_\_\_\_\_

FILE # (CF-31444)

48

**Examiner, Hearing**

**From:** Annie Fanning <anniefanning@gmail.com>  
**Sent:** Sunday, October 3, 2021 7:04 PM  
**To:** Examiner, Hearing  
**Subject:** Comment on Director's Recommendation: Project #3033517 Rezoning Park at Northgate

**CAUTION: External Email**

Please find my comment for Project #3033517 Rezoning Park at Northgate duplicated below, hard copy to follow:

If you wish to file written comments and/or receive a copy of the Hearing Examiner's recommendation, please return this completed form with any written comments you have to: **City of Seattle, Hearing Examiner, P.O. Box 94729, Seattle, WA 98124-4729**

Project: #3033517-LU Carly Guillory, (206) 561-7571 Floor SMT #19

Name: Annie Fanning

Address: 837 NE 95th Street

Zip: 98115

Email Address: anniefanning@gmail.com

Comment:

I would like to respectfully request that the Director consider two things: 1) whether the Park at Northgate's **SEPA checklist is inaccurate** for the two parcels in question and 2) whether upzoning these particular parcels will have disastrous impacts on **green infrastructure** and **neighborhood walkability**, in particular how future extra-large-scale development using megatons of impervious, heat-retaining concrete and creating a hazardous influx of vehicle traffic onto 8th Avenue will impact both the green infrastructure at Beaver Pond Natural Area adjacent to the project site and the pedestrian safety of the neighboring blocks.

First off, I think the applicant has not completed the SEPA checklist (dated 7/26/19) thoroughly or honestly. On page 12 the applicant writes there are "song birds, no mammals, no fish" near the site. Beaver Pond Natural Area **a nearly 7-acre park is adjacent to The Park at Northgate**. I have seen both **beavers and fish** present in Thornton Creek at Beaver Pond NA in the last month (September 2021). I walk through the park regularly and in addition to beavers and fish, I have seen heron, hawks, eagles, songbirds, woodpeckers, owls, crows, hummingbirds, squirrels, rabbits and raccoons. I believe the fish that I have seen are stickleback trout. I revel in the moments I witness the wild in this urban forested wetland, and I know many other neighbors do as well.

Any impact to Beaver Pond by construction and by the additional traffic load pushed on to 8th Avenue NE **threatens the water quality of Thornton Creek**—not just at Beaver Pond, but downstream of Beaver Pond to the more pristine areas of Thornton Creek at Kingfisher, and all the way to Matthews Beach where the mouth of the south fork empties into Lake Washington. And if the applicant has been less than forthcoming about the wildlife, in particular the federally protected beaver, what else have they fudged on the SEPA checklist?

Secondly, I think the City should carefully review the existing green infrastructure at Beaver Pond NA and poor walkability of the surrounding blocks. Once such a large private development is complete so close to the creek, it will be **impossible to retroactively do what is currently needed** to create the best outcomes for the community.

Currently, as Seattle Public Utilities is well aware, **8th Avenue NE floods at NE 105 Street** in severe storm conditions because there's near-zero creek buffer between at 8th, with a pond mere inches from the road, and because the culverts are inadequate. To put it another way: there is designated "environmentally critical area" on both sides of 8th, a block from the parcels in question. What will happen if there is a 100-year weather event? What are the city's plans to improve the culverts of Thornton Creek, a historical salmon run and currently a fish-bearing stream? On page 10 of the SEPA checklist, the applicant specifies that the stormwater runoff from the development will eventually discharge into Thornton Creek, so the current development plan for The Park at Northgate is to make the situation WORSE.

Right now, 8th Avenue NE is exceptionally **dangerous for pedestrians**, with no sidewalks north of NE 97th St until the Modera Hospital. Supposedly 8th is a Greenway, but there is no way to safely walk down 8th Avenue NE from Olympic View Elementary to Beaver Pond Natural area. Adding significantly more traffic to what is supposed to be a walkable corridor is just nuts. Clearly the City needs to reclaim parking strips to put in some natural drainage sidewalks to help with the stormwater running down the hill.

Additionally, the City has promised to add parkland in tandem with density, and that in this particular area of Northgate we are already adding nearly 500 new units at Lane Apartments E and at the development of the former Modern Hospital, both of which have driveways opening on to 8th Avenue NE. I would hope that the City will take another look at the map and 1) reroute all new driveways off of 8th Avenue NE and 2) envision trying to connect the 7 acres of Beaver Pond NA spanning the creek from NE 103rd and 5th Ave NE to NE 110th and Roosevelt Way so that the park can do triple duty as a pedestrian corridor connecting 5th Avenue NE with Roosevelt Way, well as supporting green infrastructure and habitat.

Green spaces like Beaver Pond Natural Area aren't just a nice-to-have: they are an absolute necessity for human health and habitat in the city. The creek lands absorb the stormwater from the hillside above as well as from the pipes pouring into creek channel itself. The park has several stands of large conifers that absorb stormwater, filter air pollution, and mitigate against the heat created by concentrated areas of concrete. Beaver Pond Natural Area also creates an opportunity for neighbors and visitors to quietly enjoy nature, which studies have shown improves mental health. Beaver Pond Natural area currently has some foot paths that offer a healthy alternative for pedestrians away from traffic and air pollution—but they aren't connected, they aren't all ADA accessible, and they just aren't enough. The City needs to more thoroughly envision the future of our green infrastructure and the walkability of Northgate before the private developers have made all the decisions for us.

Please don't upzone the Park at Northgate without considering Beaver Pond Natural Area and the walkability of the neighborhood.

Sincerely,

Annie Fanning  
837 NE 95th Street  
Seattle, WA 98115

City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED ☐  
FILE # CF-314441 49

**Examiner, Hearing**

**From:** Erika Brk <erikabr14@gmail.com>  
**Sent:** Monday, October 4, 2021 8:48 PM  
**To:** Examiner, Hearing  
**Subject:** Environmental, parking and traffic impacts on 8th Avenue NE, Seattle

**CAUTION: External Email**

- Eighth Avenue is bordered by Environmentally Critical Areas (ECAs) on both sides
- The City of Seattle has spent millions of dollars, and volunteers have poured thousands of hours into restoring this natural area
- It is crucial that as much of the increased traffic as possible be directed away from 8<sup>th</sup> Avenue NE; this includes the many resident vehicles, visitor vehicles, delivery vehicles and service vehicles such as trash and recycling trucks, electrical and water trucks, and even fire engines and paramedic vehicles
- Increased traffic is already creating dangers to public access and impairing the public's ability to enjoy the benefits of the natural area, as well as preventing access by large service and delivery vehicles
- ADA access has never been good, but now it's impossible with the current parking overload
- The new buildings will have sidewalks, but there is no plan or budget for a safe pedestrian way adjacent to BPNA, where neighbors like to watch for wildlife and enjoy the greenspace.
- Berm/swale or other types of 'slow the flow' sidewalks should be used.
- Consider the potential effects of new development on groundwater, peat soils (if any), and the riparian buffer along the South Fork of Thornton Creek and its tributaries (and how these changes could affect NGV property)
- Consider the small but concerning incremental chemical impacts of tire wear, which have been shown to be the "smoking gun" in coho salmon prespawn mortality

Erika Birke  
Owner/resident of Northgate Villa  
10501 8th Ave NE  
Seattle, WA 98125





City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED \_\_\_\_\_  
FILE # CF-314441

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**Examiner, Hearing**

**From:** Chuck Dolan <chucklesd2@hotmail.com>  
**Sent:** Monday, October 4, 2021 8:16 PM  
**To:** Examiner, Hearing  
**Subject:** Comments Regarding Project # 3033517-LU

**CAUTION: External Email**

To whom it may concern,

I have a number of concerns regarding this "The Park at Northgate" redevelopment.

As it borders Beaver Pond Natural Area (BPNA) and Thornton Creek, this redevelopment must address, in clear detail, the impacts to these critical salmon and beaver habitats. Beaver and salmon should have been identified in the SEPA Checklist and were not. Buffers need to be created and enhanced and the highest level of stormwater detention and filtration required. Vehicle traffic should be routed away for the BPNA and Thornton Creek as much as possible via Northgate Way or Roosevelt. Additional testing should be done to determine if peats soils are present and if so protect and daylight them.

Vehicle traffic should avoid the pedestrian Greenway of 8th Ave NE as it is already overburden. The numbers in the Traffic Analysis woefully understate the expected use of 8th Ave. Tire residue is a known factor in coho pre-spawning mortality.

Please make me a party of record and keep me informed of actions regarding this project.

Warren Charles Dolan Jr AKA Chuck



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED  
FILE # CF-314441

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**Examiner, Hearing**

**From:** Gordon Dass Adams <gordondass@yahoo.com>  
**Sent:** Tuesday, October 5, 2021 12:17 PM  
**To:** Examiner, Hearing  
**Subject:** Cases CF-314442 and CF-314442  
**Attachments:** Hearing Examiner Letter October 3, 2021.docx

CAUTION: External Email

Hearing Examiner:

I have read with approval the attached letter from Ruth Williams.  
I am also concerned about those issues: the new Greenway, the danger to pedestrians and bicyclists when there is no room except for the (illegally?) parked cars and the speeding traffic.  
The area seems crowded with cars now, without added pressure on this sub-standard street.

I love to visit that largest Park in Northgate, Beaver Pond Natural Area. It is dangerous to try to observe from the edge of , because of such narrow lanes and the sudden drop-off.

If the letter and the case appeal have merit I hope you will be requiring an EIS for this and future actions affecting Eighth Avenue NE.

Gordon Dass Adams, 3140 NE 83rd St., Seattle WA 98115

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Gordon Dass Adams    gordondass@yahoo.com  
                                 Seattle 206-227-3864  
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**Examiner, Hearing**

City of Seattle	
Hearing Examiner Exhibit	
Applicant _____	
Department _____	ADMITTED <input checked="" type="checkbox"/>
Public <input checked="" type="checkbox"/>	DENIED <input type="checkbox"/>
FILE #	CF-314441

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**From:** WAYNE JOHNSON <mag98kamiak@comcast.net>  
**Sent:** Tuesday, October 5, 2021 4:48 PM  
**To:** Examiner, Hearing  
**Subject:** Comments for Case CF-314442 Rezone Appeal Hearing

**CAUTION: External Email**

To the Seattle Hearing Examiner  
Re: Case CF-314442

My wife and I are and have been continually resident homeowners at the Northgate Villa Condominium, 10501 8th Ave NE, Seattle WA 98125 for 18 years.

We want our comments below to be considered in the appeal of rezoning The Park at Northgate (10735 Roosevelt Way NE, 3033517-LU).

We are not generally against rezoning property in the city of Seattle as there is an ongoing need for additional housing. However, we are deeply concerned about the pending avalanche of negative effects that will stem from this rezone (and a neighboring development in process) on 8th Ave NE, the street directly in front of our property at Northgate Villa. This large residential development will contribute negatively to the already existing serious issues of transportation congestion, pedestrian and resident safety along 8th Ave NE along with potentially negative, possibly even disastrous environmental effects on the directly adjoining South Thornton Creek and the Beaver Pond Natural Area, both Environmentally Critical Areas, that Seattle taxpayers have already spent millions of dollars to restore and preserve. Salmon restoration on South Thornton Creek in particular may be one of the earliest environmental victims of increased vehicular traffic on 8th Ave NE.

All this when 8th Ave NE between NE 103rd St and NE Northgate Way has now been designated a part of the "Northgate Neighborhood Greenway". Quite a misnomer considering the vastly increased traffic and transportation issues on the street that will be coming from both of the developments currently pending on 8th Ave NE.

Residents and homeowners at Northgate Villa have already seen issues with the access of emergency (Fire Department) vehicles, garbage pick ups, service and delivery vehicles to our and neighboring properties due to congestion in this section of 8th Ave NE.

As bad as the safety issues have been recently for pedestrians who are able bodied, they are and will be many times worse for disabled individuals when traffic from the vastly increased population is traveling in both directions along 8th Ave NE.

Conditions to mitigate such impending dangers and damage to come such as a requirement to divert a significant amount of the access and egress traffic from the pending redevelopment of the Park at Northgate to Roosevelt Way NE, already a major Seattle arterial, should be made. Even a reduction of the number of units in the the project itself would be extremely helpful in this context and would still contribute to increasing housing in Seattle.

As a lifelong resident of Seattle and an 18 year resident owner at Northgate Villa, we would strongly urge you to give as much weight to the existing issues and concerns of our local residents,

homeowners and taxpayers as the project developers get and then strive to come up with some fair conditions that will mitigate negative impacts or damage to come from the development.

Thank you for your consideration and time,

Wayne T. Johnson  
Anastasia S. Kaykas  
10501 8th Ave NE #407  
Seattle, WA 98125  
[maq98kamiak@comcast.net](mailto:maq98kamiak@comcast.net)  
(206) 733-0781

City of Seattle  
**Hearing Examiner Exhibit**  
Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED  
FILE # CF-314441 53

**Examiner, Hearing**

**From:** Naomi Joseph <njjoseph@hotmail.com>  
**Sent:** Tuesday, October 5, 2021 8:21 PM  
**To:** Examiner, Hearing  
**Subject:** Property at 10713 Roosevelt Way NE Project No. 3033517-LU

**CAUTION: External Email**

I would like to make the following comments about the issues pertaining to this project:

1. 8<sup>th</sup> Ave NE between 105<sup>th</sup> and Northgate way is an extremely narrow street with very little street parking and is currently very unsafe for pedestrians and bicyclists. The addition of even more apartments and therefore more cars to this street will result in the increased congestion and the likelihood of accidents.
2. It is crucial that as much of the increased traffic as possible be directed away from 8<sup>th</sup> Avenue NE.
3. Eighth Avenue is bordered by Environmentally Critical Areas (ECAs). More moving vehicles will cause yet more vehicle-wildlife conflicts.
4. Please consider the potential effects of new development on groundwater, peat soils (if any), and the riparian buffer along the South Fork of Thornton Creek and its tributaries
5. The Beaver Pond Natural Area/Thornton Creek area needs to be protected and an Environment study should have been done to ensure that there will be no damage to these areas.
6. The Park at Northgate (10735 Roosevelt Way NE, 3033517-LU), has ready access to Roosevelt. Given that 8<sup>TH</sup> Ave. is now deemed a "greenway", all traffic from this location should be directed to Roosevelt.

Thank you,  
Naomi Joseph  
10501 8<sup>th</sup> Ave NE, Unit 213  
Seattle, WA

Sent from Mail for Windows





**Examiner, Hearing**

**From:** Cheryl Klinker <aeacak@gmail.com>  
**Sent:** Tuesday, October 5, 2021 10:03 PM  
**To:** Examiner, Hearing  
**Cc:** alaing@schwabe.com; thorntoncreekalliance@gmail.com;  
kwallace@wallaceproperties.com; Maya Klem  
**Subject:** CF-314442 10713 Roosevelt Way NE - Park At Northgate

City of Seattle	
<b>Hearing Examiner Exhibit</b>	
Applicant	_____
Department	_____ ADMITTED <input checked="" type="checkbox"/>
Public	<input checked="" type="checkbox"/> DENIED
FILE #	CF-314442 1

54

**CAUTION: External Email**

Dear Sir,  
Thornton Creek and its wildlife inhabitants and human visitors deserve protection from the oils, metals, and chemicals that will be increased and washed into the creek if 8th Ave NE is widened and takes on the increased volume of vehicular traffic. The increased runoff will also contribute to flooding in this area which increases erosion of the road and stream banks.

So if you must go forward with this project and the direction of traffic on to 8th Avenue, the least you can do is mitigate the damage by working with Seattle Public Utilities to look at ways to treat and/or divert the runoff before it gets into the creek; remove and reconfigure the right angle, drain, culvert system under the intersection of NE 105th street and 8th Avenue NE; and restore the natural floodplain area that is now NE 105th.

I have been leading restoration efforts and working with volunteers at Beaver Pond Natural Area since 1994 in partnership with Earthcorps, Thornton Creek Alliance, and now Green Seattle Partnership and Forterra. It would be a great disservice to have all these efforts derailed. We would much rather see you as a partner in preserving this very special natural area and the wildlife that have now made their home here....and yes that includes the beavers. Your residents will have a unique benefit to living and working in the Park at Northgate.

Respectfully,  
Cheryl Klinker  
Forest Steward  
Green Seattle Partnership  
206-402-8660



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ DENIED  
FILE # CE-34441

55

**Examiner, Hearing**

**From:** Muriel Lawty <m.g.lawty@gmail.com>  
**Sent:** Tuesday, October 5, 2021 8:51 AM  
**To:** Examiner, Hearing  
**Subject:** Project # 3033517-LU  
**Attachments:** Inked8th Ave wheelchair vehicle\_LL.jpg

**CAUTION: External Email**

I regret that I may not be able to attend the hearing for project #3033517-LU scheduled for 10/06/2021, so I am submitting this statement in support of the environmental concerns expressed by members of Thornton Creek Alliance, Kay Landholt, and others concerned about the threats to the natural areas near this project and the impact on traffic along 8<sup>th</sup> Ave NE south of Northgate Way. I understand the need for more housing, especially lower rent housing in projects near major developments such Northgate where retail, medical, public agencies such as libraries and other facilities that provide goods, services and much needed jobs. Along with each and every project we must have significant environmental amenities included in the plans. The health, both physical and mental, of the residents, workers, and visitors to these developments depend upon a clean and healthy environment. Once we lose or damage our natural environment we create situations that are hard to repair and restore. Damaging our natural areas is damaging our future and the future of our children for generations to come.

In addition to environmental concerns, I want to speak out about traffic on 8<sup>th</sup> Ave NE south of Northgate Way. The existing conditions are not safe now. Adding more housing with ingress and egress along 8<sup>th</sup> Ave NE is irresponsible at best. I cannot imagine what planners were thinking when this idea was presented. My understanding is that SDOT is discouraging curb cuts along arterials such as Roosevelt Way. Applying that idea here is an example of making and following a rule that cannot and should not be universally applied. We as responsible adults must look at the bigger picture; we must look at rules in the context of where they are to be applied and design rules that are flexible to meet the needs of each community. Therefore, traffic along 8<sup>th</sup> Ave NE must be assessed in terms of the impact on the natural environment and on of pedestrian, bike, and also vehicle safety.

Traveling south on 8<sup>th</sup> Ave NE from Northgate way, I had to wait to pull over to safely take the attached picture of a woman in a wheelchair traveling north on 8<sup>th</sup> Ave NE. When I first saw her she was where I inserted the red dot and the vehicle facing me (lic#AHZ8060) was passing her. This is only one small example of how dangerous this street is for vulnerable people. Do they not have rights? I do recall something about the Right to Life in our Bill of Rights! How can we consider adding more hazards to this already crowded and unsafe street! Regardless of any decision on the pending re-zone – Please – route all traffic from that development onto Roosevelt Way!



Very Sincerely,

--

**Muriel Lawty community volunteer**

**206 328 5206**

**[m.g.lawty@gmail.com](mailto:m.g.lawty@gmail.com)**

*For real estate services email [muriellawty@BHHSSigprop.com](mailto:muriellawty@BHHSSigprop.com)*

*Berkshire Hathaway Home Services Signature Properties*

*"Your Green Home Specialist"*



Virus-free. [www.avg.com](http://www.avg.com)

Thornton Creek Alliance  
Post Office Box 25690  
Seattle, Washington 98165-1190

City of Seattle	
Hearing Examiner Exhibit	
Applicant _____	
Department _____	ADMITTED <input checked="" type="checkbox"/>
Public <input checked="" type="checkbox"/>	DENIED <input type="checkbox"/>
FILE # <u>CF-314441</u>	
56	



Via Email Only

October 5, 2021

City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA 98124-4729

Re: HE File Number CF-314442; Project #3033517

Dear Mr. Vancil:

Thornton Creek Alliance (TCA) has been following SDCI's treatment and planning adjacent to the Eighth Avenue NE greenway with growing concern. We heartily endorse and support adding a variety of housing options and making room for more neighbors in greater diversity than before. However, it appears that in accommodating the need for increased density in the Northgate Urban Center, the City is prepared to add thousands of residents and vehicles to the greenway, a narrow, side-walk free street, without planning for the increased need for pedestrian/bicyclist safety, openspace, and openspace access.

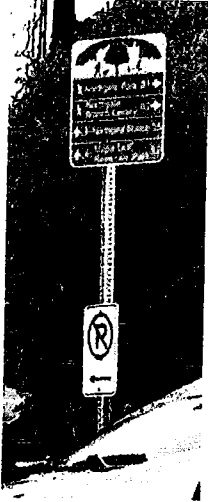
When making a land use change of this magnitude, isn't it important to plan carefully for the ripple effects of the influx of some 2770 housing units on or near a narrow street with ECAs on both sides and no sidewalks?

We have been told that there will be opportunities to speak and influence the process later on, but we know that when each step of the process is handled correctly, the succeeding steps should be easier and more routine.

Normally, TCA doesn't concern itself with what are essentially SDOT matters, but because of the complete neglect of Beaver Pond Natural Area (BPNA) in these proceedings, and the elimination of safe access to it, we are reluctantly departing from our usual and preferred role as community partners and having to assume this adversarial role in advocating for consideration of the natural area.

BPNA contains a very interesting reach of the south fork of Thornton Creek that, because of years-long restoration efforts, beavers moved into about a decade ago. They have built dams, stick lodges, and bank lodges. Their first pond having silted up, they moved a bit downstream (north) in the park. The section along Eighth NE is a wetland/stream complex and a confluence for Thornton Creek and the small side streams that merge here. It is also valuable as an upstream containment area for SPU's Meadowbrook Pond. Besides the creek and wetlands, there are the forested buffer zones, parts of which have been lovingly restored by volunteers with support from City agencies. The best street views of the beavers are usually near the intersection of Eighth Ave. NE and NE 105<sup>th</sup> St.

BPNA is the largest park in Northgate and home to a wide variety of wildlife, including pileated woodpeckers and potentially much more. The City of Seattle has spent millions of dollars and volunteers have spent thousands of hours restoring its ecological functions.



But now BPNA is being treated as nothing more than a barrier between land uses. To drive the point home, SDOT has recently planted a new directional sign right across the street that names Maple Leaf Park and Northgate Park, but omits BPNA altogether.

The planned traffic load offers up multiple violations of the 2020 Seattle Comprehensive Plan. ([http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/CouncilAdopted2020\\_NeighborhoodPlanning.pdf](http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/CouncilAdopted2020_NeighborhoodPlanning.pdf)) See Access to Open Space, p. 129 and fol., and several of the Northgate sections of the Plan. (Italics added below.)

#### **LAND USE & HOUSING POLICIES**

**NG-P2** Use land use regulation to cause new development to locate close to transit stops and *provide good pedestrian and bicycle connections throughout the area so that intra-area vehicular trips and locally generated traffic are reduced.*

**NG-P7** *Reduce conflicts between activities and promote a compatible relationship between different scales of development* by maintaining a transition between zones where significantly different intensities of development are allowed.

**NG-P8.5** Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, *pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.*

#### **TRANSPORTATION POLICIES**

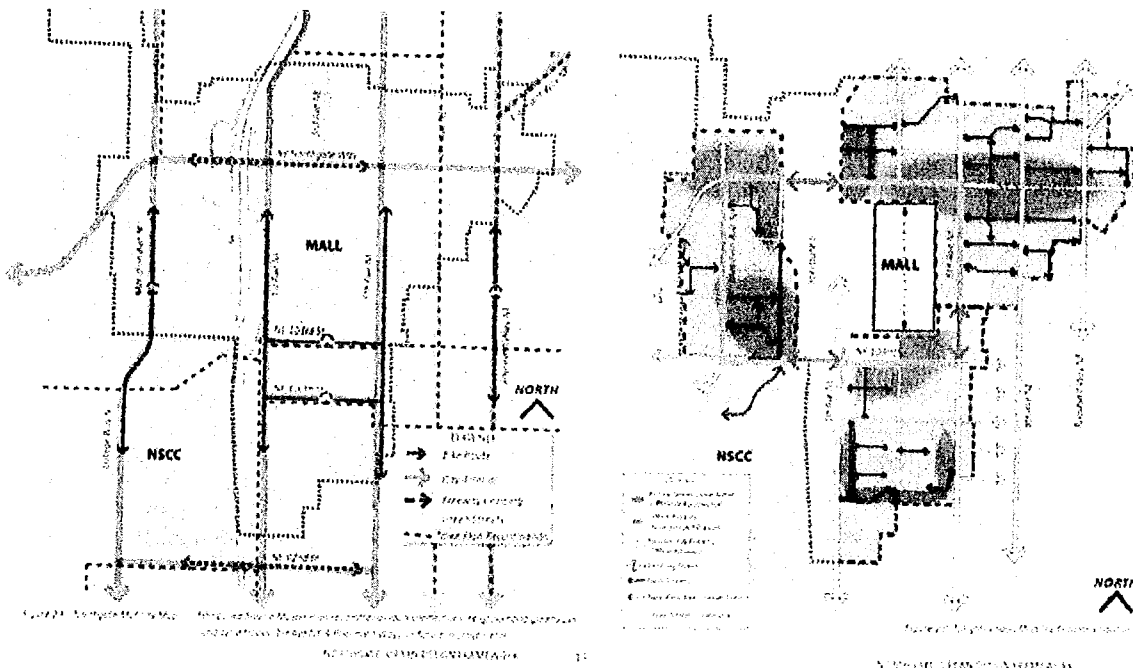
**NG-P9** Promote the efficiency of the transportation system by *accommodating more person trips rather than vehicle trips.*

**NG-P11** *Promote pedestrian circulation with an improved street-level environment by striving to create pedestrian connections that are safe, interesting, and pleasant.*

**NG-P13** *Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets,* and improving traffic flow, circulation and safety, without increasing vehicular capacity.

#### **DRAINAGE POLICY**

**NG-P16** Promote reduction of potential runoff into Thornton Creek, and encourage restoration of the creek to enhance aquatic habitat and absorb more runoff.



All the way back in the 2013 Northgate Station Area Planning, Eighth Ave. NE was designated as a bike way, south from NE 117<sup>th</sup> to at least NE 90<sup>th</sup>.

(<https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/NorthgateStationAreaPlanning/CopyofNorthgateUDFFinal.pdf>. ) On P. 13 (left picture), the greenway portion conveniently ends at NE 106<sup>th</sup>, but it's back in, on P. 19 (right picture).

In 2018, it's definitely back and extends south to NE 103<sup>rd</sup>.

([http://www.seattle.gov/documents/Departments/SDOT/Greenways/Northgate\\_Greenway\\_FactSheet\\_2018.pdf](http://www.seattle.gov/documents/Departments/SDOT/Greenways/Northgate_Greenway_FactSheet_2018.pdf)) While this document is a pleasant read, it makes no mention of saving any safe space for pedestrians or bikes while the City is planning for thousands of new motor vehicle trips, albeit slow-moving motor vehicles, per day, and still no sidewalks are planned or budgeted as we have been informed by SDOT.

On P. 19 the map also shows a network of streets breaking up the super blocks on Eighth, just south of Northgate way. Only a few have actually been built, and they are not publicly available. This plan probably still puts too much traffic on the side-walk free greenway, but if it had been implemented, it would have been a great help. What happened here?

We have learned that SDOT has a policy of not opening driveways onto arterials. But in this case doesn't that make more sense than opening onto a pedestrian thoroughfare?

Obviously this is a matter of cumulative effects and not just those anticipated by the proposed Park at Northgate which hasn't even broken ground yet. For this reason, an EIS is called for. The upzone decision, all by itself, is not at the root of the problems.

### How does mismanagement of the greenway harm this crucial part of BPNA?

It obliterates it. Already the park can be neither seen nor enjoyed. There is no parking available on any nearby street, even for the handicapped. There is no safe overlook or other vehicle-free ROW to safely stand in and watch for wildlife. This site was especially popular in the evenings when the beavers are most likely to be seen, but now it's too risky.

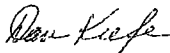
On top of that it creates dangers for wildlife. Already there are stories of beavers being hit by cars.

**Some Solutions to Consider**

- Find ways to route the traffic elsewhere. The Park at Northgate already has a curb cut on Roosevelt. Use it and add another. Purchase and use the route Katherine Landolt has found that uses an existing curb cut on Northgate Way. This applies to the Modera project across the street as well. The connectors are already in place. Work out the price.
- Vacate NE 106<sup>th</sup> and turn it into a creek buffer zone. Maybe add a couple of handicapped parking spaces.
- Add a boardwalk and overlook for pedestrians to enjoy the natural area and wildlife.
- Build slow-the-flow sidewalks from NE 106<sup>th</sup> to NE 95<sup>th</sup>.
- Vacate the eastern portion of NE 105 from Eighth NE to the Northgate Villa driveway. Now that the massive culvert that was holding up repair of this choke-point intersection is no longer in service, we have a golden opportunity to put an end to the traffic jams and annual flooding. Close the intersection, remove the roadway, and let the creek flow as it will. Complete the greenway with a bridge for pedestrians and bikes.

Thank you for your consideration. We look forward to participating in this process as it develops.

Sincerely,



Dan Keefe,  
President



Ruth Williams,  
Land Use Committee Chair

c: Debora Juarez, Seattle City Council, District 5

**THORNTON CREEK ALLIANCE (TCA)**, founded in 1993, is an all-volunteer, grassroots, nonprofit organization of over 150 members from Shoreline and Seattle dedicated to preserving and restoring an ecological balance throughout the Thornton Creek watershed. Our goal is to benefit the watershed by encouraging individuals, neighborhoods, schools, groups, businesses, agencies, and government to work together in addressing the environmental restoration of the creek system including: water quality, stabilization of water flow, flood prevention, and habitat improvement through education, collaboration, and community involvement.

[www.thornton-creek-alliance.org](http://www.thornton-creek-alliance.org)  
[www.facebook.com/Thornton.Creek.Alliance](https://www.facebook.com/Thornton.Creek.Alliance)



Thornton Creek Legal Defense Fund

c/o Janet Way

940 NE 147<sup>th</sup> St

Shoreline, WA 98155

City of Seattle	
<b>Hearing Examiner Exhibit</b>	
Applicant _____	
Department _____	ADMITTED <input checked="" type="checkbox"/>
Public <input checked="" type="checkbox"/>	DENIED <input type="checkbox"/>
FILE #	CF-314442

57

October 5, 2021

City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA 98124-4729  
Hearing.Examiner@seattle.gov

**Subject: Comment Letter per Director's Recommendation on Proposed Rezone; HE File Number:  
CF-314442 Project #3033517**

Dear Mr. Hearing Examiner:

The Thornton Creek Legal Defense Fund sends this comment on the potential impact of the Rezone proposed along Eight Avenue NE at NE 106<sup>th</sup>. We request Party of Record status with Legal Standing. The Thornton Creek Legal Defense Fund was the primary actor in bringing about the Daylighting of Thornton Creek at Northgate and as such, we have a stake in the outcome of this Rezone proposal.

We believe the potential impact of these possible developments resulting from this proposed rezone is very great to the BPNA Park, Wildlife Habitat, Thornton Creek and safety of the existing and future residents and therefore we request that an Environmental Impact Statement be ordered to investigate all potential impacts that might result.

The total new development for this potential project **CF-314442 Project #3033517** and the Modera proposal across the street would bring the new residents to potentially 2700 for this small side street bordering the Beaver Pond Natural Area Park and non-functioning "Greenway" along Eight Avenue NE. This will potentially overwhelm the street, which according to the Northgate Stakeholders planning process, ultimately approved by the City Council is supposed to be a "neighborhood greenway" to benefit pedestrians and cyclists, not a free parking area for residents whose vehicles don't fit in the new developments. The traffic impacts currently are a safety risk to everyone using this street, including wildlife. And the potential for toxics from these vehicles is an ongoing menace to water quality.

## **Beaver Pond Natural Area is a vital ecosystem for Thornton Creek**

We assert that the Cumulative Impacts of this proposal and its massive scale along with other recent developments in this neighborhood will bring devastation to the ecological function of this vital watershed City Park. There have already been many unaddressed ongoing impacts to this park and community resulting from previous developments underway or already built in the last few years.

To ignore this fact, as currently seems to be the practice at SDCI and with the developers currently at work on this rezone, is courting disaster. The Beaver Pond Natural Area is a beloved site for many in the region. It is a riparian zone for Thornton Creek and contains extensive wetlands and some steep slopes. Therefore, virtually this entire park is an ECA, and as such should be treated as a Fish and Wildlife Conservation Habitat area with appropriate buffers to protect it. Thornton Creek is the largest watershed in Seattle and Shoreline and is well known as a historic salmon habitat. It has been degraded by inappropriate development over the last many decades, but also benefitted from advocacy from Thornton Creek Alliance and many other neighborhood groups and non-profits for restoration efforts and a huge funding effort by City, State, and even Federal dollars for rehabilitation.

There have been many documented sightings of native wildlife species in this park and nearby reaches of Thornton Creek, including salmon and cutthroat trout, as well as raptors, pileated woodpecker, great blue heron, wood ducks, river otter, salamanders, and of course the beavers. The beavers had built their dams in the park which activated an amazing array of wildlife habitat activity.

The reach of Thornton Creek at BPNA is also an upstream wetland/stream complex and confluence with a small tributary of a clean water stream which enters from the northwest side of Eighth Avenue. This tributary provides fresh water and also is habitat to juvenile salmonids. This must be properly addressed in consideration of this Rezone proposal.

## **Eighth Avenue NE Greenway**

The Northgate Stakeholders, on which I served representing TCLDF, highlighted Eighth NE as a valuable Greenway recognizing its access and impacts to Thornton Creek and the opportunity to provide a vital Open Space which is required under the WA State Growth Management Act. This was endorsed at the time overwhelmingly by the Stakeholders and City Council.

In the City's 2020 Seattle Comprehensive Plan in the Northgate Section, the Greenway concept is shown to be necessary and desirable as a vital policy for a Bike/Pedestrian Pathway and the following Comp Plan policies support this:

([http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/CouncilAdopted2020\\_NeighborhoodPlanning.pdf](http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/CouncilAdopted2020_NeighborhoodPlanning.pdf)) See Access to Open Space, p. 129 and fol., and several of the Northgate sections of the Plan. (Italics added below.)

### **LAND USE & HOUSING POLICIES**

**NG-P2** Use land use regulation to cause new development to locate close to transit stops and *provide good pedestrian and bicycle connections throughout the area so that intra-area vehicular trips and locally generated traffic are reduced.*

**NG-P7** *Reduce conflicts between activities and promote a compatible relationship between different scales of development* by maintaining a transition between zones where significantly different intensities of development are allowed.

**NG-P8.5** Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, *pay particular attention to the development of an*

## TRANSPORTATION POLICIES

**NG-P11** *Promote pedestrian circulation with an improved street-level environment by striving to create pedestrian connections that are safe, interesting, and pleasant.*

## DRAINAGE POLICY

[illegible]

NORTHGATE URBAN DESIGN FRAMEWORK 3 | P

- Boardwalk path adjacent to BPNA along Eighth NE should be funded and built as mitigation, to allow safe pedestrian viewing and walking areas. This would allow more safe spaces for passing traffic and existing residents to the adjacent condominiums and their visitors. This could also accommodate visitors with disability issues.
- Safe passage for cyclists along Eighth NE should be accommodated with Bike corridors marked according to City safety guidelines.
- New Box culverts for Thornton Creek and the unnamed tributary along Eighth Ave NE to provide fish and wildlife passage and provide better water quality should be constructed. This should be mitigation for the proposed impacts of the rezone.

- NE 106<sup>th</sup> Street should be vacated to allow improved buffer to the park. This could also allow for tree planting alongside the park to replace trees lost from recent developments.
- Traffic should be rerouted outside of this highly sensitive area as much as possible.
- Tree planting and restoration should be encouraged in BPNA and along these existing streets to mitigate and address ongoing Climate Change and Heat Island Effect in the Northgate Urban Area.

Thank you for considering the issues we have raised.

Respectfully submitted.

Sincerely,

Janet Way

Thornton Creek Legal Defense Fund

City of Seattle  
**Hearing Examiner Exhibit**

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED

**FILE #** CF-314441

58

**Examiner, Hearing**

**From:** Frank Backus <frankbackus1@gmail.com>  
**Sent:** Wednesday, October 6, 2021 9:13 AM  
**To:** Examiner, Hearing  
**Subject:** Eighth Avenue NE

**CAUTION: External Email**

I am an 85 year old Seattle citizen who has lived on Thornton Creek for 52 years. I walk on the section in question (Kindred Hospital location) several times a week and frequently have to dodge cars and trucks as I walk. There is no sidewalk. The Beaver Pond Natural Area is right next to this, and I am concerned about the increasing auto traffic and its effect on the natural area, the creek, and traffic (car, bike, and pedestrian) with the proposed further development. Please do something to make this better! Thank you.

Frank I. Backus, MD  
450 NE 100th St, Apt 624  
Seattle, WA 98125



**Examiner, Hearing**

City of Seattle	
Hearing Examiner Exhibit	
Applicant	_____
Department	_____ ADMITTED <input checked="" type="checkbox"/>
Public	_____ DENIED <input type="checkbox"/>
FILE #	CF-314441
59	

**From:** RICHARD E <climbwall@msn.com>  
**Sent:** Wednesday, October 6, 2021 1:41 AM  
**To:** Examiner, Hearing  
**Cc:** Ruth Alice Williams; Rep. Gerry Pollet; Juarez, Debora  
**Subject:** Northgate Project #3033517, HE # CF-314442

**CAUTION: External Email**

October 6, 2021

To: City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA 98124-4729  
[Hearing.Examiner@seattle.gov](mailto:Hearing.Examiner@seattle.gov)

Project #3033517, HE # CF-314442

Hello,

I am a retired biologist and environmental scientist who taught at North Seattle College as an Adjunct Professor for many years. I am concerned about the serious negative impacts that are resulting from a lack of sufficient urban planning to the restoration success of the Thorton Creek area, and to pedestrian access to these restored areas, including the Beaver Pond Natural Area.

It is obvious there are already serious conflicts between pedestrians, cars and trucks adjacent to the Beaver Pond Natural Area. It is imperative the City live up to its obligations to make the Northgate area pedestrian friendly. It is also important the restored Thorton Creek community be a partner in the new plans for our growing city. The existence of the Beaver Pond Natural Area is a testament to the success of the City's efforts to restore the environment for both wildlife and people. This success should be not lost to poor planning, but be celebrated, shared with the neighborhood, the new residents, protected for the future.

Here is an opportunity here to do it right, to live up to the Seattle Comprehensive Plan's Core Value of "Being a Leader in Environmental Stewardship". If the City cannot build for density and transportation without being good environmental stewards, it fails in its goals of being a livable city. Protect the creek and pedestrian access to it.

The City has already spent huge amounts of money to protect and improve water quality for the headwaters of Thorton Creek, for mitigating impacts to the pond adjacent to North Seattle College for the new Pedestrian Bridge. Additionally, huge amounts of funding were spent on daylighting Thorton Creek and turning it into a model of how urban development can coexist with the natural environment. This was after extensive lobbying by the neighborhood and other community members.

But now the City is proposing allowing to allow the Northgate Thorton Creek area to be degraded and overrun by traffic, and 1000's of new people herded around poorly designed streets . Can the gem of the daylighted

Thorton Creek be a part of the urban renewal, or must it be lost due to poor urban development planning? Require better environmental impact assessment and planning for major projects in this community. Find workable solutions.

Thank you,

Richard Ellison, MS Botany  
8003 28<sup>th</sup> Ave NE, Seattle, WA 98115  
climbwall@msn.com





# Meadowbrook Community Council

October 1, 2021

City of Seattle Hearing Examiner  
Post Office Box 94729  
Seattle, WA 98124-4729

City of Seattle

## Hearing Examiner Exhibit

Applicant	_____	
Department	_____	ADMITTED <input checked="" type="checkbox"/>
Public	<input checked="" type="checkbox"/>	DENIED <input type="checkbox"/>
FILE #	CF-314441	

60

**RE: Director's Decision re 3033517-LU, dated September 9, 2021**  
**Support of Katherine Landolt's Appeal Specific to the Points Stated Below**

To the Office of the Hearing Examiner:

Meadowbrook Community Council (MCC) is one of several community councils whose nearly 300 members live in or near the Thornton Creek watershed or in the vicinity of the 8<sup>th</sup> Ave Ne Greenway. We support Ms. Landolt's appeal of Decision 3033517-LU allow an upzone for the parcel that the current Park at Northgate occupies that would triple the number of residents capable of residing in that space. We support urban density and increased housing. We are concerned about the natural areas and pedestrian accessibility in this area and the impact of Decision 3033517-LU as it pertains to those areas.

Community groups such as, **Thornton Creek Alliance** and **Meadowbrook Community Council** are committed to the importance of preserving and restoring an ecological balance throughout the watershed.

Our goal is to promote pedestrian and bicycle safety to the extent possible in all areas of the city, but especially that in our own and adjacent neighborhoods. In addition, we also appreciate the importance of the environmental integrity of the land and water resources that might be affected by various development projects. In this case, **Thornton Creek** and the **Beaver Pond Natural Area** which are near the proposed development(s).

### **8th Avenue NE, a Designated Greenway Bordered by Environmentally Critical Areas on Both Sides**

The word 'greenway' is used only once in the Decision on page 13, where it appears to be conflated with the word 'greenspace'.

The omission in the Director's Decision of any mention of the Northgate Neighborhood Greenway, which uses 8th Avenue NE as its north-south spine and which will be seriously compromised by the cumulative additional traffic, is a fundamental flaw in its analysis.

The section of 8th Avenue NE just south of the upzone and continuing to NE 106th is bordered by **Beaver Pond Natural Area** to the east and two sections of **Thornton Creek** to the west. This block is already a hazardous pinch point for pedestrians and vehicles.

This greenway, already under construction, is the connector for the Pinehurst and Maple Leaf communities, both slated for increased development, to reach the Sound Transit station and the John Lewis Memorial pedestrian overpass, opening October 2<sup>nd</sup>.





# Meadowbrook Community Council

Even with the SDOT plan to make NE 105th Street one-way eastbound for vehicles, the problems will continue to grow as pedestrians and bicyclists from a wide surrounding area begin to rely on the greenway.

Having reviewed the Director's Decision, MCC wishes to go on record with the Seattle Department of Construction and Inspections for providing support of points raised in Ms. Landolt's personal appeal of the SDCI Director's Decision **3033517-LU** that affect Environmental Issues.

## Environmental Issues

We share the concerns of **Thornton Creek Alliance** (TCA) and others that cumulative impacts of this rezone, along with the other existing and proposed developments in the immediate vicinity, on 8th Avenue NE traffic pose dangers to **Beaver Pond Natural Area** (BPNA) and its wildlife. More moving vehicles will further exacerbate the potential for vehicle-wildlife conflicts.

Increased traffic on the street is already creating dangers to public access and impairing the public's ability to enjoy the benefits of the natural area.

Even though the new projects are including sidewalks, there is no safe pedestrian way adjacent to BPNA, where neighbors congregate to watch for wildlife and enjoy the greenspace. ADA access has never been good, but now it's impossible. We would like to suggest that berm/swale or other types of 'slow the flow' sidewalks be installed in front of the project and BPNA, all the way south to NE 95<sup>th</sup>, adjacent to Olympic View Elementary School.

We acknowledge that the City of Seattle has spent millions of dollars, and volunteers have poured thousands of hours into restoring this natural area. This Decision potentially diminishes the success of Seattle Parks and Recreation's efforts to provide eight acres of park land per 1,000 people.

**Meadowbrook Community Council** supports and shares **Thornton Creek Alliance's** concerns about potential effects of new development on groundwater and the riparian buffer along the South Fork of Thornton Creek and its tributaries. A recent finding with regards to the causative agent in coho salmon pre-spawn mortality is the small but incremental chemical impacts of tire wear, which have been shown to be the "smoking gun."

Please add Meadowbrook Community Council as a party of record and include us in any correspondence concerning this project property at 10317 Roosevelt Way NE.

Please include this letter in the official file for this project. Thank you for your consideration.

Sincerely,

Pamela T Bowe  
President Meadowbrook Community Council

Dan Keefe  
Vice President Meadowbrook Community Council



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ \_\_\_\_\_ DENIED \_\_\_\_\_  
FILE # CF-314441

61

**Edlund-Cho, Galen**

**From:** Examiner, Hearing  
**Sent:** Friday, October 08, 2021 2:39 PM  
**To:** Edlund-Cho, Galen  
**Subject:** FW: Appeal of upzone for Park at Northgate property/CF-314442

**From:** Dan Keefe <papadan44@gmail.com>  
**Sent:** Friday, October 08, 2021 12:41 PM  
**To:** Examiner, Hearing <Hearing.Examiner@seattle.gov>  
**Subject:** Appeal of upzone for Park at Northgate property/CF-314442

**CAUTION: External Email**

Dear Mr Vancil:

Firstly, thanks for the allowance of a few more days for comments on the "subject" rezone appeal. It appears that as one looks into this issue more and more that there is or has been very little consultation among the various city departments when making major decisions that affect city neighborhoods and the citizens, and the developers.

For example, I received an email from an SDOT contact that said that decisions for curb cuts were up to SDCI and he gave me Carly Guillary's contact info; all the while I'm being told by Mr Wallace that curb cuts decisions are made by SDOT. I would strongly urge that the existing curb cuts on Roosevelt Way be kept and modified as necessary to facilitate ingress and egress to and from the Park at Northgate apartments.

In addition, as we discovered during the hearing, Ms. Guillary was using as a major source for the rezone justification an outdated or non-updated Northgate Overlay circulation map found in the Municipal Code. This source doesn't even show the 8th Ave Greenway which was established by SDOT as part of the 9-.year Move Seattle levy that was voter approved back in 2015. The following link is to SDOT's webpage regarding the status and plans for the Northgate Neighborhood Greenway routes. As can be seen, 8th Ave figures prominently into the overall greenway system. <https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/northgate>

As for the protection of the Beaver Pond Natural Area and associated environs, I feel that vehicular use, parking or moving, needs to be minimized to the extent possible.

Respectfully submitted,  
Dan Keefe  
11010 28th Ave Ne  
Seattle, WA 98125



**Edlund-Cho, Galen**

City of Seattle  
**Hearing Examiner Exhibit**

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED ☐  
**FILE #** CF-314441

62

**From:** Examiner, Hearing  
**Sent:** Friday, October 08, 2021 2:42 PM  
**To:** Edlund-Cho, Galen  
**Subject:** FW: CF-314441 and 314442, rezone 10735 Roosevelt Way NE

**From:** Kay Landolt <kaylandolt@gmail.com>  
**Sent:** Friday, October 08, 2021 2:41 PM  
**To:** Examiner, Hearing <Hearing.Examiner@seattle.gov>; kwalker <kwalker@avvanta.com>  
**Subject:** CF-314441 and 314442, rezone 10735 Roosevelt Way NE

**CAUTION: External Email**

**To:** [hearing.examiner@seattle.gov](mailto:hearing.examiner@seattle.gov)

**Subject:** CF-314441 and 314442

**From:** Katherine Landolt, 10501 8<sup>th</sup> Ave NE, Unit 102, Seattle, WA 98125

As has been documented before, patchwork City planning has now baked 1409 dwelling units into the two superblock area surrounding 8<sup>th</sup> Ave NE, the City's own designated Pinehurst-Maple Leaf Greenway, just south of NE Northgate Way. All of these residential units depend at least in part on 8<sup>th</sup> Ave NE for their vehicular access, and some depend completely on this small street. The cumulative impacts from the traffic and the overflow parking already baked in are now severely affecting this roadway.

And now the City of Seattle has finished reviewing the Modera Project, with 409 planned dwelling units and 259 parking places, that will put all of its vehicular access on 8<sup>th</sup> Ave NE just a little north of the area where no sidewalks are possible.

Another proposal, the rezone application which is the subject of this document, The Park at Northgate (10735 Roosevelt Way NE) would allow a planned 1073 units. Moreover, according to the February 3, 2021 letter of the applicant's attorney to the SDCI Director, p. 3, 295 units would replace the existing 36 units in the southern portion of the rezone. This parcel is just north of the Beaver Pond Natural Area, and the project's vehicular accesses would all be on 8<sup>th</sup> Ave NE where, immediately south is the narrowest and most environmentally sensitive part of the neighborhood.

Adding these two proposals to the already severely impacted street would mean a total of 2770 dwelling units depending all or in part on 8<sup>th</sup> Ave NE for their vehicular accesses in the near future.

See EXHIBIT 1 : Chart of number of residential units using 8<sup>th</sup> Ave NE as an extended Driveway by 2025.

<b>Existing Buildings</b>	<b>No. of Units Relying Partially on 8th Ave. NE for access</b>	<b>No. of Units Relying Solely on 8th NE</b>	<b>Totals</b>
507 at the Enclave (2009), 507 NE Northgate Way	163		
525 at the Enclave (2014), 525 NE Northgate Way	265		
Lane Apartments West (2019), 10720 5th Ave NE	134		
Lane Apartments East (2019), 10715 8 <sup>th</sup> Ave NE	81		
McGuire Court Apartments (1986), 10740 8th Ave NE	55		
Northgate Manor (1978), 56 units, 818 NE 106th St.		56	
Northgate Villa (1984), 10501 8th Ave NE		138	
Park at Northgate (1967), 10735 Roosevelt Way NE	148		
Phase II Northgate Apartments (2022), 10700 5th Ave NE	235 (now under Construction)		
Prism (2019), 10711 8th Ave NE	<u>134</u>		
<b>Today's Total</b>	<b>1215</b>	<b>194</b>	<b>1409</b>
<b>Planned Buildings</b>			
Park at Northgate (2025), 10735 Roosevelt Way NE rezone	1100		
Modera (2023), 10631 8th Ave. NE		<u>409</u>	
<b>Total Planned</b>	<b>1100</b>	<b>409</b>	<b>1509</b>
<b>To be Demolished</b>			
Park at Northgate (1967), 10735 Roosevelt Way NE	<u>-148</u>		<u>-148</u>



**Total Number of residential Units Using the Greenway on 8<sup>th</sup> Ave NE as an Extended Driveway by 2025**

**2770**

See chart (EXHIBIT 2) p. 3 of the applicant's attorney's letter to the SDCI Director, below:.

Proposed MR(M1)	South Parcel	North Parcel	North Parcel	North Parcel Total	Total Parcels	Percentage
BUILDING	Building 1	Building 2	Building 3	Building 2+3	North+South	Total Parcels
MHA Units	27	32	38	70	97	9%
MFTE Units	59	71	84	155	214	20%
MRKT Units	209	252	301	553	762	71%
TOTAL Units (620 Avg. SF)	295	355	423	778	1073	100%
TOTAL Stalls	217	291	262	553	770	

Existing	South Parcel	North Parcel	North Parcel Total	Total Parcels
Existing buildings	2		5	7
Existing Units (950 Avg. SF)	36		110	146
Existing Stalls	44		157	201

**PROPOSED MR(M1) TOTALS**

	Unit Count	Avg Size (sf)	FAR	Density	Parking Provided	Percent Increase in # of Units
MR(M1)	1073	620	4.5	207 units/ac	770	154% (of base)

The huge problem with this City of Seattle planning is that Seattle plans also call for 8<sup>th</sup> Ave NE here to serve as the Northgate Greenway, providing a pedestrian and bicycle connection for Pinehurst and Maple Leaf to access the new Northgate Light Rail Station.

A plan for a Greenway in the general area had long been in the works. In the spring of 2017, work was begun selecting the route to be used, and many public meetings were held to get neighborhood input. By the spring of 2018, 8<sup>th</sup> Ave NE had been chosen as the preferred route, in large part because it is the only through north-south residential (as opposed to arterial) roadway on the east side of I-5 that is anywhere near the light rail station. And greenways are supposed to be on smaller neighborhood streets, to encourage pedestrian and other non-motorized use.

Please see

<https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/northgate>

for a complete picture of this City of Seattle planned greenway.

8<sup>th</sup> Ave NE is a very narrow residential roadway with no sidewalks south of NE 106<sup>th</sup> Street, the southern edge of the rezone site. And furthermore, no sidewalks are possible between NE 106<sup>th</sup> and NE 105<sup>th</sup> Streets, as the southern branch of Thornton Creek and its tributaries create ECAs on both sides of the roadway. Also, the east side of the roadway here skirts the Beaver Pond Natural Area, a 7- acre large tree canopy and urban wildlife habitat that is home to not only beavers but many other mammals, birds of all types, and fish.

Moreover, the City of Seattle, since 2001, has been working on cleaning up Thornton Creek, daylighting it, acquiring land around it for parks, assuring green natural spaces complete with wildlife

habitats and tree canopies to clean the runoff water and for the public to enjoy. The Beaver Pond Natural Area is one of those City of Seattle parks. Particularly now, in the face of imminent climate change, we know how valuable these spaces will be to our future.

And yet the SDCI with its patchwork planning, has put too much traffic and overflow parking onto its own planned greenway!

The capacity of 8<sup>th</sup> Ave NE cannot be expanded to handle all this additional traffic without paving over Thornton Creek and its tributaries between NE 106<sup>th</sup> and NE 105<sup>th</sup>, a move which would be not only be a complete reversal of Seattle's policies regarding Thornton Creek and its parks, but would be illegal in this day and age. Such a move would also cut off wildlife passage, including that of the beavers, from one part of the Beaver Pond Natural Area to the other, which would significantly degrade the wildlife habitat and pose a threat to the animals who depend on it.

8<sup>th</sup> Ave NE is already used as a fine greenway, with its natural area for pedestrians and bicyclists to enjoy. It makes a very inadequate arterial for the traffic that has now been put on it, and approval of the future projects, unless they are altered in design to take vehicular traffic away from the greenway, will make the functioning of this greenway impossible.

So the question arises: Why is the city of Seattle facilitating and permitting this patchwork construction that destroys its own city plans?

In researching the SDCI's and applicant's documents proposing the rezone in question, I particularly concentrated on four of them: The SEPA checklist for the rezone, completed in July 2019, the traffic analysis for the rezone, done by TENW and completed in June 2019, the letter by Mr. Laing, the attorney for the applicant, which was sent to the SDCI Director in February of 2021, and the SDCI Director's recommendation for approval of the rezone, issued in September 2021.

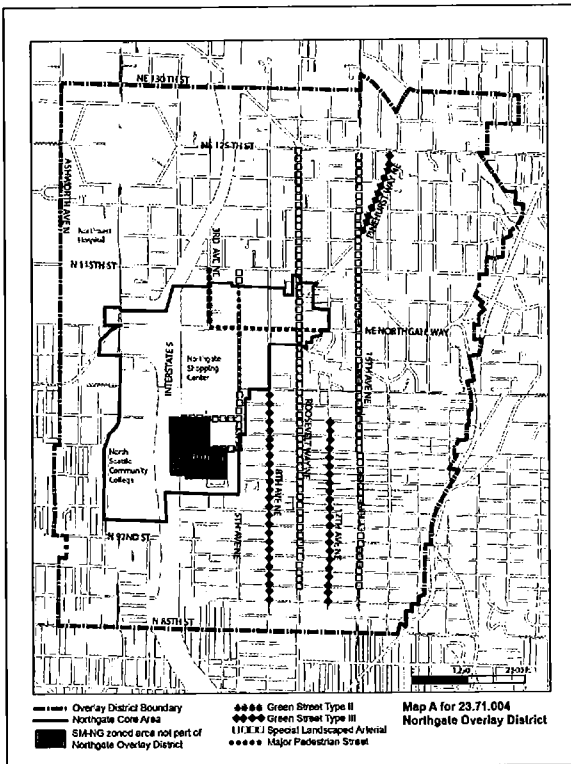
I was very surprised to note that NONE of those documents even mentioned the planned 8<sup>th</sup> Ave greenway/bikeway, much less talked about possible impacts on it.

Furthermore, these documents give very short shrift to the Beaver Pond Natural Area and Thornton Creek preservation. The attorney's letter to the SDCI director and the director's approval letter of September 2021 of this proposed rezone wax poetic about the tree canopy and its ability to serve as a visual buffer between the single-family and multi-family sections in this general area. Yet, under "impacts on flora and fauna", these two documents do not mention the tree canopy, and fauna are left completely out of these sections.

It does NOT make sense that the City is sabotaging itself!

And then, at the October 6, 2021 hearing, Ms Guillory from the SDCI talked about a map she was working from in connection with the rezone, a map she said came from the Northgate Overlay Circulation Plan.

A member of the Thornton Creek Alliance picked up on this and found the map. A copy of it is below:



This is the outdated Northgate Overlay map from the Municipal Code. Remarkably, the Greenway it shows along 8<sup>th</sup> Ave NE **does NOT include the section of this roadway that bisects the two superblock area where all the recent huge construction projects have been taking place!**

Is it possible that planners working for the SDCI are enough in their own silo not to be aware of the City's plans for a greenway here?

This patchwork planning has already put the future of the Greenway and the viability of the tree canopy, this segment of Thornton Creek, and the wildlife habitat supplied by this seven-acre green space in jeopardy.

Certainly, the City of Seattle needs more housing units, but also it needs this greenway and with climate change now imminent, it must preserve its green spaces!

There is an opportunity here for the City with some changes to the two huge proposed projects to perhaps save its greenway and the wildlife habitat.

These are already under strain and even with the mitigating measures I'm going to propose, some of the adverse impacts that poor patchwork planning has created on them will continue. But perhaps they can be saved at least from absolute destruction by the overwhelming traffic that will otherwise be routed directly onto them.

Regarding the rezone;

- The one access that the rezone site now has on Roosevelt Way NE must not only be kept, but it should be expanded to allow a separate entrance and exit on this roadway.

- It would be difficult to move the existing accesses onto 8<sup>th</sup> Ave NE for the southern portion of the rezone site because the southern parcel accesses and driveways are completely intermingled with those of an older development, Northgate Manor.
- For this reason and others, the southern site, where 296 units are planned must be removed from the rezone, and new construction limited to the footprint of the two existing buildings here to be demolished.
- Existing zoning in the southern parcel would allow for 4 floors instead of the existing three. Moreover, the applicant's plans call for residential units here to be considerably smaller than the existing ones that will be demolished. (average square footage of 620 for the new units vs 950 sq feet for the old ones that will be replaced, again, according to EXHIBIT 2,p.3, the applicant's attorney's letter to the SDCI Director.) For these reasons, the rezone can still provide more residential units in this sensitive southern site than now exist, but not the overwhelming numbers that are now planned for this part of the site.
- Furthermore, it would be possible with a change of design plans to add some additional units on the northern part of the rezone.
- The southern parcel of the rezone site is also very close to the wetlands and wildlife habitat and even contains a riparian management area on part of it. And removal of this southern parcel from the rezone, by reducing the amount of traffic here, would also thereby lessen some impacts that would otherwise increase the danger to pedestrians using the greenway in this area and to the wildlife including beavers who cross the 8<sup>th</sup> Ave roadway between NE 106<sup>th</sup> and NE 105<sup>th</sup>.
- Another condition should also be added to approval of the rezone, requiring the applicant to find a way to provide vehicular access to NE Northgate Way.
  1. This is quite possible.
  2. The residents of McGuire Court just north of the site, access NE Northgate Way via a wide driveway passing between US Bank and a small one-story retail space on NE Northgate Way.
  3. Beyond this driveway is a more narrow driveway, now occupied by the two food van business, Man Vs Fries.
  4. Just behind these two food vans is the fence separating the driveway from a main parking lot at The Park, ie., the rezone site.

If the above conditions are applied to the rezone application, they will lessen considerably, although unfortunately not eliminate, the adverse impacts that have already been put on the neighborhood, the plans for the Greenway, the Beaver Pond Natural Area which is the largest park in the whole of Northgate, and the wildlife habitat and tree canopy it supports.

In this time of climate change especially, all of us who care about the future of Seattle must strive to solve these two big problems: How can we provide more housing for our citizens? And how can we preserve what examples of natural environment we have?

In the case of this rezone, it is my hope that we can work to lessen the cumulative impacts that patchwork planning using outdated maps and data has put onto our present and planned resources and make it possible that these resources survive for future generations, while providing a significant amount of new housing for Seattle citizens.

And the applicant might even find that the presence of a functioning Greenway for pedestrians and bicyclists and a beautiful green space and wildlife habitat right next to his property enhance its value.

Sincerely,

Katherine M. Landolt





**HOUSING  
DEVELOPMENT**  
*consortium*

City of Seattle  
**Hearing Examiner Exhibit**

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ☒  
Public ☒ DENIED \_\_\_\_\_  
**FILE #** CF-314441

63

October 6<sup>th</sup>, 2021

**City of Seattle - Hearing Examiner**

**700 5th Avenue, Suite 4000**

**PO Box 94729**

**Seattle, WA 98124-4729**

[www.seattle.gov/examiner](http://www.seattle.gov/examiner)

Re: Address: 10713 Roosevelt Way NE

Project Number: 3033517-LU

Clerk File Number: 314441

Zone: LR3(M)

Dear Hearing Examiner,

The Transit-Oriented Development Task Force of HDC is a membership workgroup collaborating on efforts targeting nothing less than the creation of equitable TOD, affordable, and walkable communities of opportunity to meet the housing needs of limited-income residents throughout King County.

We believe that the interrelated crises of climate change, equity, and housing demand boldness, effective collaboration, and proactive leading-edge timelines to produce desperately needed affordable housing.

**Housing Development Consortium  
of Seattle-King County**

1326 5th Avenue, Suite 230, Seattle, WA 98101  
206.682.9541 | [www.housingconsortium.org](http://www.housingconsortium.org)



**HOUSING  
DEVELOPMENT**  
*consortium*

We believe it is possible to create equitable, healthy communities that are affordable, transit-oriented, and proactively advance anti-displacement strategies to help people stay in community. The ability to live in transit-oriented communities, near jobs, services, and other amenities, brings great benefits. It reduces the cost of living, frees low-income households from the burdensome and unpredictable expenses of auto dependence, and brings benefits to health and economic opportunity.

We are pleased to see the Director's recommendation to this rezone that furthers the goals of the Mandatory Housing Affordability program while maximizing a TOD opportunity that produces income-restricted housing. There is a pressing need for affordable housing throughout the County, and particularly within transit-oriented areas like the Northgate Urban Center. The proposed rezone presents an important opportunity to enable permanent 60% AMI affordable housing units within the Northgate Urban Center and within walking distance of the Northgate light rail station. As you consider your approval of the Director's analysis, decision, and recommendation we encourage you to be mindful of the benefits of transit-oriented development and the proposal's ability to enable the creation of affordable housing in the City.

Thank you for your consideration.

Sincerely,

The HDC Transit Oriented Development Task Force

**Housing Development Consortium  
of Seattle-King County**

1326 5th Avenue, Suite 230, Seattle, WA 98101  
206.682.9541 | [www.housingconsortium.org](http://www.housingconsortium.org)



**Thornton Creek Legal Defense Fund**

c/o Janet Way  
940 NE 147<sup>th</sup> St  
Shoreline, WA 98155

City of Seattle	
<b>Hearing Examiner Exhibit</b>	
Applicant _____	
Department _____	ADMITTED <input checked="" type="checkbox"/>
Public <input checked="" type="checkbox"/>	DENIED _____
FILE # <b>CF-31444</b>	
<div style="border: 1px solid black; width: 50px; height: 50px; display: flex; align-items: center; justify-content: center; font-size: 24px;">61</div>	

October 8, 2021

City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA 98124-4729  
[hearing.examiner@seattle.gov](mailto:hearing.examiner@seattle.gov)

**Subject: Additional Comment and documents pertaining to the Director's Recommendation on Proposed Rezone; HE File Number: CF-314442 Project #3033517**

Dear Mr. Hearing Examiner:

We would like to submit a few more items and short comment for your record concerning the serious safety issues affecting the Eighth Avenue NE access to Beaver Pond Natural Area Park.

As we discussed in our previous letter and testimony, the area is supposed to be a "Greenway" as designated by the Northgate Stakeholder process and endorsed by the Seattle City Council. As such it is supposed to be primarily a Pedestrian and Bike passageway and to enhance the Park.

However as discussed by many neighbors and Thornton Creek Alliance it is not a safe "greenway" for anyone, including for wildlife.

We believe that one solution that could be relatively easy to deploy would be a "boardwalk" alongside Eighth Ave, extending into the park a few feet. This could provide a viewing area and protect the sensitive wetland and riparian area and provide safe access for those with disabilities. Currently there is no safe access for the disabled population or for seniors or those with small children to walk along this greenway street.

We are attaching below some example photos of wetland boardwalk treatments in Washington State. One is from Sequest State Park adjacent to Mt St Helens, visited in 2020, which hosts a huge, beautiful wetland with views of the mountain.



The others are from Sribers Lake Park in Lynnwood, WA.



This is a crossing of a section of the extensive wetlands at Sribers Lake Park in Lynnwood, WA. It is a very active wildlife area.



In addition, we are providing a link here to a commercial provider of materials to build boardwalks, PermaTrak and their article:

## **“Comparing Wetland Boardwalk Materials: Timber, Composite & Concrete”**

These are just a few ideas that could be deployed to make Beaver Pond Natural Area more accessible to citizens of all abilities. These could be employed to provide ADA standards to pathways adjacent to the wetland and also for trails within.

We are also attaching photos of the experience on Eight Ave NE, the supposed “Greenway.” They show flooding from January 2020 as witnessed from the Condo adjacent to the park.



and another photo below, of a woman on a wheelchair negotiating the Eighth Ave NE “greenway” with no safe pathways.



In the testimony during public comment, TCA member Frank Bacchus described the difficulty he has as a senior citizen walking around in the areas of Beaver Pond Natural Area. This could also be applied to any families with small children or others with any disabilities. The Americans with Disabilities Act requires cities to provide safe access to public parks and streets. Seattle Parks is delinquent here in updating this valuable natural park which has been in existence for over 70 years.

As mentioned in other commentary and letters, the Northgate Stakeholders instituted policies to provide these safe passageways for pedestrians and bikes in the neighborhood "Greenways" plan in 2005. This was to provide access to these parks, businesses and especially the Light Rail Station which will go on line soon.

Here is the link to the Stakeholders documents and plan which was funded in 2015 by the City Council and Seattle voters:

[https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/northgate.](https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/northgate)

[Levy to Move Seattle - Transportation | seattle.gov](#)

Unfortunately, Seattle appears to be behind in addressing any ADA access issues for BPNA. While it is a large Park system with many complex situations, the fact that this is a Greenway adjacent to a park seems to require compliance for numerous reasons. Combining this with the dangers presented with the increases in population expected with any approval of a Rezone and subsequent developments, creates an even more urgent situation. And the intent of the voters in the Levy to Move Seattle for Pedestrian/Cyclist access is clear, and the Federal Law and City Codes require action to implement compliance.

Here is the Parks website that discusses ADA policies and programs. There appears to be room for improvement to achieve accessibility on the Greenway. Unfortunately, this park is not even listed as far as we can see. Considering the priority that this Northgate Overlay District has in the Comprehensive Plan in compliance with the GMA, we believe these matters should be prioritized.

[https://www.seattle.gov/Documents/Departments/ParksAndRecreation/PoliciesPlanning/ADA/SPR\\_ADA\\_Transition\\_Plan\\_2017\\_Update.pdf](https://www.seattle.gov/Documents/Departments/ParksAndRecreation/PoliciesPlanning/ADA/SPR_ADA_Transition_Plan_2017_Update.pdf)

We believe that the Rezone should at minimum provide mitigation and funding required for these access problems to be addressed, and also combined with access for wildlife habitat, especially for fish which are documented in this location and the Thornton Creek Watershed. And for citizens to be able to enjoy and be educated about the incredible combination of resources connected with BPNA.

We strongly urge the Hearing Examiner to require that these issues be addressed, and problems are set on a course for solving them as a condition of the Rezone.

We appreciate your attention to these important matters.

Respectfully submitted.

Sincerely,

Janet Way

Thornton Creek Legal Defense Fund

City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ DENIED  
FILE # CF-314441

65

Via Email Only

Ruth Alice Williams  
1219 NE 107<sup>th</sup> Street  
Seattle, Washington 98125

City of Seattle - Hearing Examiner  
700 5th Avenue, Suite 4000  
PO Box 94729  
Seattle, WA 98124-4729

October 8, 2021

**Re: HE File Number CF-314442; Project #3033517**

Dear Mr. Vancil:

Due to time constraints I am writing now as an individual, speaking only for myself rather than on behalf of any organization.

I would like to register my dismay upon coming to understand that SDCI, DPCD, and SDOT do not seem to keep in good enough communication among themselves to work effectively with their clients and the public.

As you know, Thornton Creek Alliance cited documents by OPCD and SDOT in support of their arguments for the greenway. Ms. Guillory of SDCI finally admitted that she was relying on the Northgate Overlay circulation map. It is to be found in the Municipal Code, and I have included a copy here, at the end of the text. As you see, it is very outdated and shows none of the planning that has been done over the past years.

The greenway plans have been widely publicized, including here: <https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/northgate>. This announcement appears to date from 2017. It states that the funding has been on tap since 2015, "This project is funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more at [www.seattle.gov/LevytoMoveSeattle](http://www.seattle.gov/LevytoMoveSeattle)."

And yet, Ms. Guillory seemed unaware of the plans. And the Director made no mention of them in his Decision to Recommend. The written Decision even conflates 'greenway' with 'greenspace'. How can this be happening?

On top of this, in January 2021, TCA and Katherine Landolt notified SDCI about the problems on the future greenway, and TCA has tried over months to set up a meeting concerning the Modera project traffic planned for the same street. We received this response to our complaints, "SDCI generally does not respond to each comment letter for a project, rather considers each comment carefully and responds to concerns in the final published decision.", and a meeting was never convenient.

I would also like to commit to writing here a couple of additional comments.

- 1) The requirement that apartment tenants must pay an extra fee for parking on-site may be well-intentioned as a way of keep rents a little lower, but in practice many tenants are now cruising the neighborhoods in search of free parking. This is contributing to congestion on the greenway.
- 2) North of 85<sup>th</sup>, where there are typically no sidewalks in residential neighborhoods, increased density must be accompanied by safe walkways for pedestrians on the whole block, not just in front of the new building. Otherwise the pedestrians will continue to be in the streets as parked vehicles choke the rights-of-way.

Thank you for your consideration.

Sincerely,

*Ruth Williams*

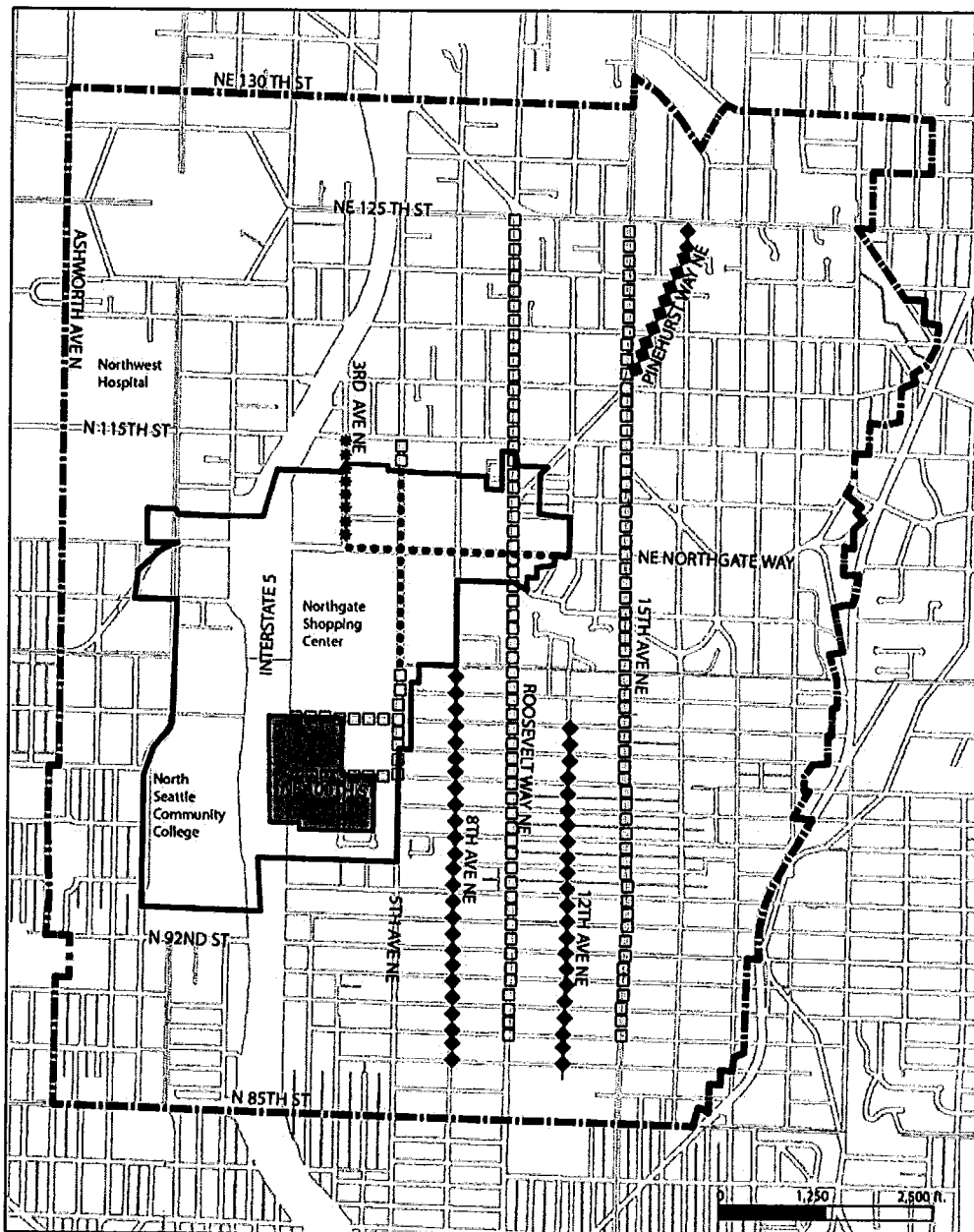
Ruth Williams

PS. If you would like to walk in the natural area when you visit the greenway, it would be a good idea to wear sturdy shoes and bring a walking stick. It can be muddy if it's been raining.



**Pileated Woodpeckers Mother and Chick - BPNA, 7/4/2021**





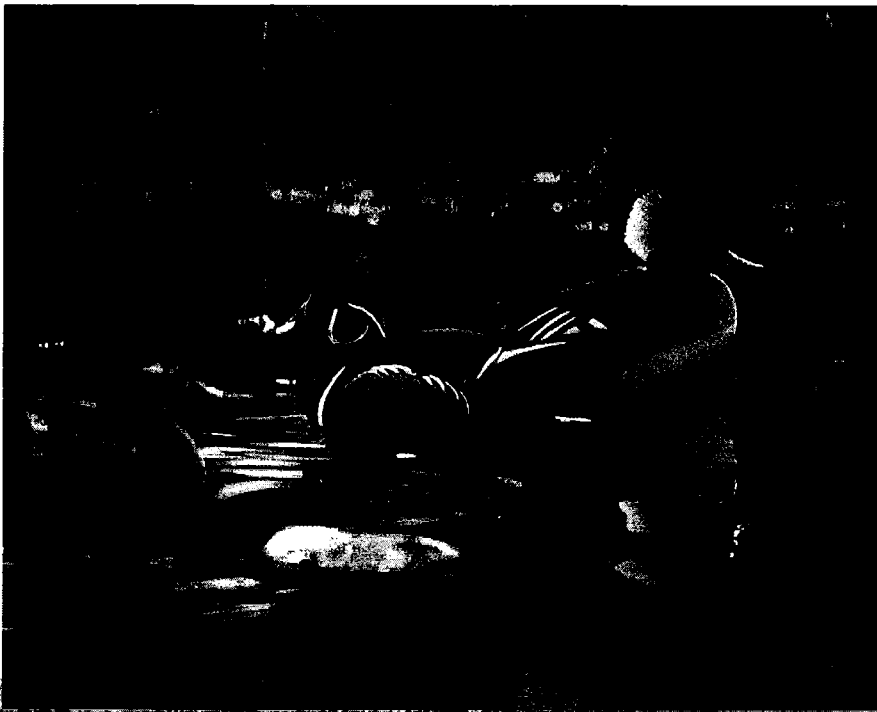
- Overlay District Boundary
- Northgate Core Area
- SM-NG zoned area not part of Northgate Overlay District

- \*\*\*\* Green Street Type II
- ◆◆◆ Green Street Type III
- Special Landscaped Arterial
- Major Pedestrian Street

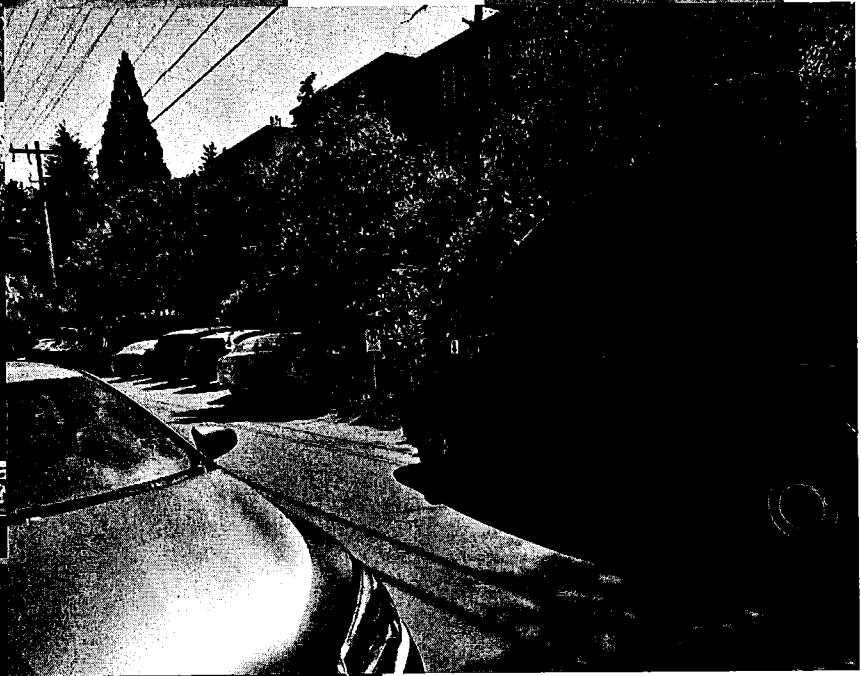
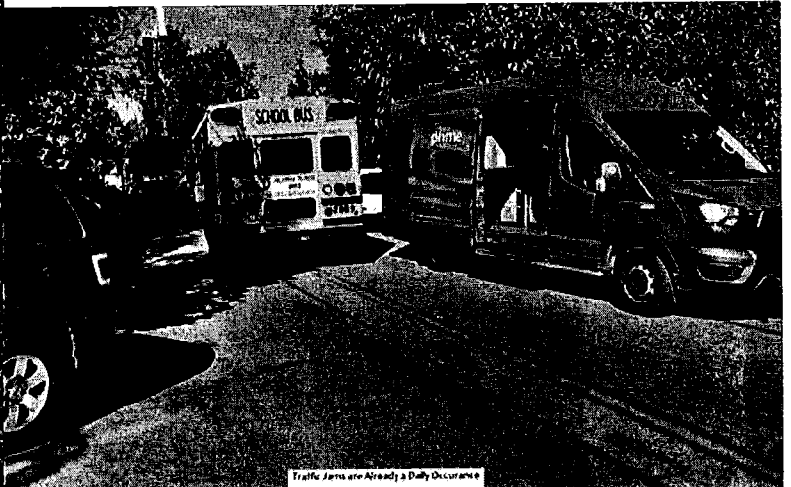
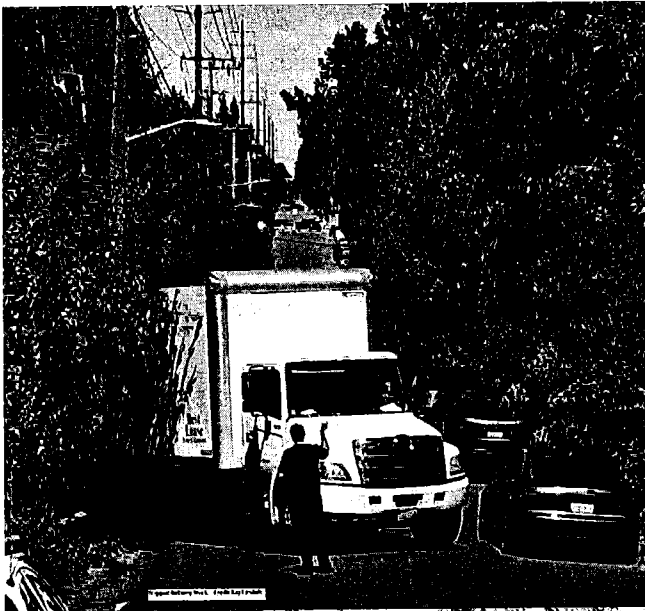
**Map A for 23.71.004**  
**Northgate Overlay District**

# A Beaver Pond Natural Area Album





## An Eighth Avenue Greenway Album



**Examiner, Hearing**

City of Seattle  
**Hearing Examiner Exhibit**  
Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ DENIED  
**FILE #** CF-314441 66

**From:** Ruth Alice Williams <ruthalice@comcast.net>  
**Sent:** Friday, October 08, 2021 3:32 PM  
**To:** Examiner, Hearing  
**Subject:** File Number CF-314442; Project #3033517: Two More Documents for the Record

**CAUTION: External Email**

My apologies for sending in piecemeal information. I wanted to get these documents in the record.  
Thank you!  
Ruth Williams

<https://www.ci.seattle.wa.us/Documents/Departments/OPCD/Vault/CitywideDesignGuidelinesUpdate/NorthgateGuidelines.pdf>

<https://www.seattle.gov/documents/Departments/SDCI/About/NorthgateDG2013.pdf>



City of Seattle  
Hearing Examiner Exhibit

Applicant \_\_\_\_\_  
Department \_\_\_\_\_ ADMITTED ✓  
Public ✓ DENIED  
FILE# CF-314441

67

**Edlund-Cho, Galen**

**From:** kwalker <kwalker@blarg.net>  
**Sent:** Saturday, October 09, 2021 12:13 PM  
**To:** Guillory, Carly; Examiner, Hearing; leejacobsonlaw@aol.com; permits@parolineassociates.com; Kevin Wallace; Laing, Aaron M.; Garrett, Tami  
**Cc:** Edlund-Cho, Galen  
**Subject:** Re: CF-314441 and CF-314442, Department Response

**CAUTION: External Email**

Hello to all,

Ms Guillory, at 3:36 Wednesday, after the hearing, served me with an attachment containing an official statement from SDCI after the hearing that included the following statement:

“Public testimony provided at the hearing identified concerns with potential transportation related impacts from future development and requested all future vehicular access be provided via Roosevelt Way Northeast.”

I would like to respond officially to her statement:

I believe this is an inaccurate statement. I certainly didn’t say that during the hearing. Maybe one of the speakers did, but it was not the generally expressed idea.

Now, our appeal of September 22, 2021 did say that. It said:

“All access roads, except for emergency vehicles, must open onto Roosevelt Way NE. No normal vehicle access to 8th Avenue NE”

However, the document officially sent to MS Guillory, Mr. Laing and posted on the Hearing Examiner’s website on October 4, 2021 says only:

“Regardless of the outcome of this appeal, I, and I think at least some of my co-appellants and some members of the Thornton Creek Alliance, would like to work with the applicant and his representatives in order to devise a way that the vehicular accesses to the new high-density redeveloped rezone site will not have such destructive effects on the existing neighborhood, its unique natural attractions and its Greenway.”

And in this same document, I also suggested a very possible access for the rezone site onto NE Northgate Way and asked:

“Might high density redevelopment of the Park gain access onto NE Northgate Way and also keep existing access onto Roosevelt Way NE?”

And had the appeal not been dismissed at the beginning of the hearing and I been allowed to present my written out statement, I would have said:

- I. We stated in our appeal that all access roads, except for emergency vehicles, must open onto Roosevelt Way NE. No normal vehicle access to 8th Ave NE, which is groaning with over capacity use as it is.
  - a. I now recognize that it would be impossible to bar all access to 8th Ave NE for the much higher density development that would follow the rezone approval.

b. However, all attempts should be made to minimize the use of 8th Ave NE as the vehicular accesses for the rezone property.

In any case, the SDCI in its planning for development in this two superblock area has somehow and inexplicably completely ignored:

â€¢ the City's own plans for the Pinehurst-Maple Leaf Greenway on 8th Ave NE to give access to the new Northgate Light Rail Station for pedestrians and bicyclists.

â€¢ the presence of ECAs along both sides of 8th Ave NE between NE 106th And NE 105th

â€¢ the utter inadequacy of the roadbed here for all the traffic that the rezone as proposed would load on it.

â€¢ the fact that the capacity of the roadway CANNOT be expanded due to the presence of these legally protected ECAs.

For all these above reasons, in order for the rezone to go forward, vehicular accesses from the rezone site to 8th Ave NE, must be minimized, and all efforts made to provide vehicular access in manners that will not totally complete the destruction of the 8th Ave Greenway and the ECAs along it.

I believe that the sentence above is a more accurate statement of the public testimony at the hearing.

There is now NO PERFECT SOLUTION due to the patchwork planning that has dumped so many cumulative impacts on the Greenway and the ECAs to date. However, most likely a reduction of the 8th Ave NE vehicular accesses for the rezone site, combined with a new vehicular access on NE Northgate Way as well as an expanded access on Roosevelt Way NE would provide the best combination, given the constraints that prior decisions have made on the possibilities for mitigation.

Best regards,  
Katherine Landolt

On Fri, Oct 08, 2021 at 3:36pm "Guillory, Carly" wrote:

> Dear Hearing Examiner and Parties:  
> Attached please find SDCI's response to the Applicant proposed condition  
> regarding driveway location related to CF-314441 and CF-314442, and  
> associated Certificate of Service. These documents have been e-filed with  
> the Hearing Examiner.  
> Sincerely,  
> [cid:image003.png@01D7BC58.7C8B3200]Carly Guillory Senior Land Use Planner  
> Seattle Department of Construction and Inspections 206-561-7571 |  
> carly.guillory@seattle.gov Facebook | Twitter | Blog  
> Helping people build a safe, livable, and inclusive Seattle. SDCI's  
> offices are closed to in-person services until further notice. Visit the  
> SDCI website and read our Building Connections blog for service change  
> updates. Thank you for your continued flexibility and patience as we  
> provide online services to help reduce the risk of spreading the COVID-19  
> virus.  
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