

APPEAL FORM

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APPELLANT INFORMATION

Appellant:

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DECISION BEING APPEALED

1. *Decision appealed:* Application Number 3006027; City of Seattle
2. *Address:* 7219 Greenwood Avenue North; Seattle, WA 98103
3. *Type of issue/decision being appealed:* SEPA Environmental Determination and Master Use Application

APPEAL INFORMATION

1. *What is your interest in this appeal?*

- * Concerned citizen.
- * Local business-owner.
- * Directly affected by parking issues on a personal and business level.
- * Lived in neighborhood for 12 years; continue to own home in neighborhood.
- * I use the Phinney Ridge area for shopping and recreational use on a personal and business level daily.
- * For one year have listened to the comments of customers and neighbors regarding the project and feel very informed.
- * As both a business owner and homeowner find the need that this project not be rubber-stamped without rules being properly followed, including all building and design codes.
- * I signed the petition that requested a public hearing, that technically has not been granted based on the intent of the petition.
- * SEPA review meeting was misleading & misinforming and the real issues were not allowed to be addresses or were overlooked. Information and documents that would allow for a real and open discussion were not available. Felt like my rights as a citizen were denied. I was only allowed to comment on environmental issues or questions.

2. *What are your objections to the issue being appealed?*

- * A petition of over 50 citizens was submitted and a public meeting was requested. What was considered a public meeting was that of a SEPA environmental review and was stated as such on signage. People attending the meeting were only allowed to discuss issues that were environmental of nature. The intent of the petition was to hold an actual

public meeting where true opinions of how this project affects the neighborhood could be heard and responded to. The citizens, nor I, believe they have been granted what they requested. Frankly, there has not been much of any process. Therefore, the public meeting process was flawed and a true evaluation of the project was not possible. Actual, or final, drawings are not public. What has been shown does not fit within the neighborhood guidelines. From day one all information provided has been misleading, incomplete and inaccurate. The public still questions what is really going on in their neighborhood and want a true public meeting with an open dialogue. No one is really sure what this project will look like or what actual impact it will create.

* Parking, parking and more parking. The first question is "how will 6 additional spaces be added to the parking lot at 7301 Greenwood Ave North, when it is striped to all edges in what is already tight and compact with little or no turn around space?" There is currently only room for one car to move in either direction; two cars cannot move at the same time in the opposite direction. In addition, this lot has been designated in the past via signage to be a shared parking lot for Ken's Market and the Chinese food restaurant that sits to the north and attached to the parking lot. Where will the customers of this establishment park? The restaurant seats 80 people. Furthermore, other restaurants have not been allowed in the neighborhood due to lack of parking. In addition, where will current and the additional staff needed to staff and operate a grocery store 3 times its' current size park? There is already a parking issue within the neighborhood, which was mentioned at the SEPA meeting. In the decision, many inaccuracies are stated. Both parking and traffic concerns exist in an area where street parking is already maxed out. What will happen to other small businesses, when there is not a place for their customer's to park? I believe the parking calculations to be inaccurate; the number of actual existing parking spaces and the number needed or are required are in question. In addition, parking and traffic analysis were conducted privately and did not exist at the meeting. Review and comments have not been able to be made on such discoveries that were noted in the decision. There is discussion of what will happen to the Restaurant building (owned by Ken's Market) down the road. Will it be torn down to accommodate the actual amount of parking their business needs to survive. Will they be grandfathered into more non-conforming issues such as those mentioned below under landscaping? What will the true impact of this project be within a pedestrian overlay and does it fit? Parking seems to be one of the biggest neighborhood issues, but in addition to parking, traffic and the increased amount of such is a concern and the neighborhood should be granted relief as their homes and families are most affected.

* The SF 5000 portion of the project and the house that sits on such parcel: The decision sites that the "no work is proposed for the existing single-family residence or on the portion of the lot zoned SF 5000," but according to the most recent rendering placed on the building this is not the case. The single family home is currently rented as a single family home to a couple. The basement portion of the home is used as a commercial space to store beverages, including alcohol. This use is non-conforming and should not be allowed to continue without proper zoning changes. Also the question is raised of the public street use between two private parcels, that of the actual grocery store and that of the grocery store's only parking lot. Is this allowable? This also raises the question of safety and grocery carts floating in public streets. This is an issue since the majority of parking needed to support this business comes from street parking. Who is liable, the market or the city for safety issues?

* Landscaping: First of all there are currently more than 15 parking spaces in the parking lot and trees do not exist as the decision would have one believe. Non-conforming conditions should not be allowed and should be increased to meet current codes. Garbage and recycling areas do not currently, directly abut the property line. They do sit at least 10 feet away, even though a waiver is being requested. Possibly the new space requested inside will bump the outside to the limits, but once again this would be a non-conforming condition that should not be allowed and should be increased to meet current codes. In addition, there are questions of street trees, landscaping, buffer zones and screening for parking areas that all seem to wrap together.

* In regards to the loading zones: currently trucks do not only unload in the loading and unloading zones. They also use the parking lot supposedly designated for customers and employees. They also use the driveway/alley between the grocery store and single family home. Proper loading zones should have to be included in the project and should have to comply with today's codes, including that of new construction. This issue also impacts parking, traffic and safety in both the business district and neighborhoods.

* Use & Design: Is there an actual change of use? Does the design and size fit within the neighborhood guidelines? Does this promote the idea of a pedestrian overlay or destroy its' purpose? Should waivers be granted and non-conforming uses be grandfathered in? Should the public actually be heard? Should the owners have to respond to their neighborhood's comments? Do we continue to rubber-stamp projects and not think about the future of neighborhoods we have worked hard to revitalize?

3. *What relief do you want?*

* Eliminate all non-conforming and grandfathered clauses to conform to applicable codes. These codes should consider increased uses, new construction and new uses. All decisions should be in the best interest of the neighborhood over the business, as this project is surrounded and supported by single-family homes.

* Revise the design in accordance with the Greenwood/Phinney neighborhood Design Guidelines (effective April 7, 2006). Make sure the project fits into the scoop of the neighborhood. Does it support a pedestrian overlay? Look at all long-term effects.

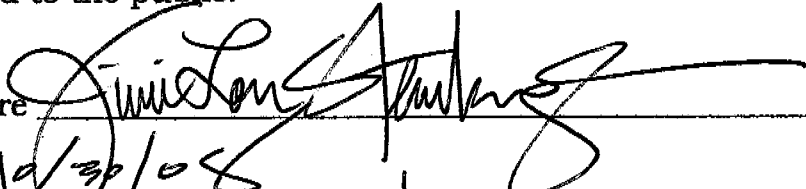
* For a true Public Hearing to be held in the neighborhood (PNA or local school) based on finalized design documents and specifications. Full disclosure of all documents should be made to the public.

* Legal review of public street use between two private parcels, that of the actual grocery store and that of the grocery store's only parking lot. This will raise the question of safety.

* Parking to be recalculated and disclosure of such calculations.

What are they based on? All parking and traffic studies should be disclosed to the public.

Signature



Date

10/29/08

Appellant

