

From: [Corrie Watterson Bryant](#)
To: [Jerry Fulks](#)
Cc: [PRC](#)
Subject: Re:
Date: Tuesday, July 12, 2016 4:12:52 PM

These comments are Re: [3020338](#), Development at 2925 E Madison St, Seattle, WA 98112.

On Tue, Jul 12, 2016 at 4:11 PM, Corrie Watterson Bryant <corrie.watterson@gmail.com> wrote:

As a fellow neighborhood activist with the Arboretum Neighbors for Safe Streets group, I concur with the comments offered by Jerry. We look forward to PCC coming to our neighborhood, and also call for a more robust approach toward traffic engineering in the Madison Valley/Arboretum neighborhood areas, and particularly where they overlap.

Corrie Watterson

Hello, I am writing in support of the new development on the site of the current City Peoples Garden Center. Our neighbors and colleagues have presented many positive points of input related to the project design in recent days, I refer in particular to Bob Edminston's detailed comments related to the design of the building and the transit (bike/bus) considerations.

My further comments as spokesperson for Arboretum Neighbors for Safe Streets are as follows:

We believe that there simply must be a commitment from the city and SDOT for a traffic engineering component of this project that comprehensively reviews and thoroughly considers and assures through specific engineering solutions, that our neighborhoods are not negatively impacted by more additional traffic loads (and the assuredly dangerous patterns that are clearly documented and recorded) that currently infect our neighborhoods. We wholeheartedly believe that the arterial routes must be engineered to direct and manage the commercial and commuter traffic so that our neighborhood streets are not the target of that additional and dangerous overload of traffic that wishes to bypass the intended traffic routes.

We support this project with the understanding that our neighborhood is considered in this context.

Thank you,
Jerry Fulks
Arboretum Neighbors for Safer Streets

Sent from my iPhone

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Think big. Be nice. Do something.
~Steph Stone

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From: [Corrie Watterson Bryant](#)
To: [PRC](#)
Subject: Re:
Date: Tuesday, July 12, 2016 4:14:48 PM

A supplementary comment:

I am in support of this development because our community needs additional housing, and the anchor tenant, PPC Natural Market, will be a complementary addition to our neighborhood retail mix.

BUILDING DESIGN OPTIONS:

- I prefer Option 2 instead of the architect's preferred Option 3. The design of option 2 benefits more people.
- A courtyard or greater setbacks on the Madison side of the building—the pedestrian side—will create a more community-oriented street front. Imagine stopping in the sunlit courtyard in front of the grocery to talk with your neighbor or eat a salad purchased in the deli.
- Greater setbacks in front will allow PCC to better use the front for staging produce, plants, outdoor seating, etc. Maximizing sidewalk space in the front will create a better pedestrian experience and enhance our business district. In addition, additional setbacks will provide needed space for bike racks between the sidewalk and the curbline.
- I'm also in favor of greater terracing on the front of the building to allow more light to enter the sidewalk space between Madison Lofts and PCC, and to prevent Madison Street from feeling cavernous. With too little setbacks and too forward massing, the sidewalk on the south side of E Madison St will seldom receive direct sunlight.

BALANCED VEHICLE ENTRY and EXIT TO THE PARKING GARAGE FROM TWO SIDES:

- The architect's preferred alternative places the entry and exit for resident vehicles on the back side of the building and the entrance to the parking garage for grocery store customers on Madison St. Splitting the entries is a good compromise, and seems to be a reasonable way to balance the traffic load between the E Madison St arterial and residential streets.

LOADING DOCK:

The architect's preferred alternative has the loading dock entrance on Madison St, which concerns me. This means trucks will pull up to the side of the building and block a lane while backing into the loading dock. Putting the loading dock on the back of the building seems impractical given the narrow street and a burden to the residents behind the building. On the other hand, entry to a loading dock from Madison St is not in keeping with the pedestrian friendly environment we desire. I would like to see more consideration given to the placement and design of the loading dock.

MERCER STAIRS:

Seattle has a long and successful history providing pedestrian access via SDOT right of way in the form of staircases. The community would be well served by requiring the completion of a staircase to connect E Madison St transit stops with Dewey Place below.

Thank you for considering my comments. We look forward to welcoming our new neighbors.

Sincerely,
Corrie Watterson

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