

Herbaugh, Melinda

From: lambert@riseup.net
Sent: Wednesday, May 10, 2017 1:49 PM
To: PRC
Subject: PROJECT 3020338

I am writing in response to the MUP application for project #3020338. I have concerns about a number of areas and ask that you withhold the permits for this project until the following concerns are adequately addressed.

Trees: The new Comprehensive Plan, Seattle 2035, states “Seattle’s trees, vegetation, and soils make up a vitally important system that manages water runoff, cleans the air, mitigates greenhouse gas emissions and impacts, improves human health, and reduces the heat island effect.

This natural system also provides wildlife habitats, supports livable neighborhoods, and is integral to the essential character of the Emerald City.” One goal of the Comprehensive Plan 2035 is to seek to increase the amount of permeable surface by reducing hardscape surfaces; another goal is to promote the care and retention of trees and groups of trees that enhance Seattle’s historical, cultural, recreational, environmental, and aesthetic character.

In contrast, this development will completely remove a healthy urban forest that presently contains a thriving and sustainable mix of tree, and which currently creates a contiguous and healthy ecosystem that provides habitat to many species. In it’s place will be a massive structure, built out to a degree that will not leave room for replacement of a similar canopy of trees of mixed sizes.

A grove of trees, exceptional and deserving of protection under Director’s Rule 16-2008, has been identified on this hillside. The developer’s logic that because the development will destroy the trees this puts them ‘at risk’ and because they are ‘at risk’ they can therefore be removed, is circular and makes a mockery of Seattle’s claim to be a green city.

Traffic: The traffic study that the developer commissioned did not take an actual count of the current traffic. Instead they seriously overestimated the current traffic. This in turn makes the increase in traffic from the proposed supermarket appear significantly less than it will likely be. They also failed to provide a count of delivery traffic from a comparable supermarket. These are both numbers that can be obtained. This is a complicated site, with limited space for truck deliveries. The developer must provide a valid traffic study and then offer a safe, workable plan for the significant increase in traffic that this high-impact, destination supermarket will create.

An entrance on Dewey is seriously out of scale for Dewey. Dewey is a narrow street, often used as a walkway for the neighborhood. A residents’ entrance would significantly disrupt the quiet residential neighborhood streets between Madison and Dewey, changing the character of the neighborhood, yet providing little reduction in volume on Madison.

Sincerely,

Lambert Rochfort