

Petition: Coker Hills Neighbors

Subject: Special Use Permit
1609 East Franklin Street
(with frontage on Velma Road)

At the Public Hearing (21 January 2009) the Town Board ~~will~~^{ed} consider a Special Use Permit for 1609 East Franklin Street. The property, when developed, will accommodate a 17,000 square feet building and 61 parking spaces.

Town Planning Staff recommend that the site be developed to provide for pedestrian access to Velma Road. Both the Planning Board and the community Design Commission recommended against such access. Furthermore, the original application did not propose pedestrian access from Velma Road.

There are multiple reasons for not requiring this access. These need not be specified in this petition and can be elaborated elsewhere. Perhaps the most compelling one, however, is the strong likelihood that such access will encourage auto parking (for employees and visitors) on/along Velma Road. Presently, even without pedestrian access, one or two cars/trucks regularly park along Velma Road and the drivers walk down the steep incline to work at the Ballet School.

These present and potential conditions prompt us, the undersigned, to be unalterably opposed to the Velma pedestrian access proposal.

Name	Address	Telephone number
1. <u>Deil S. Wright</u>	<u>204 Velma Road CH</u>	<u>929-2847</u>
2. <u>Patricia M. Wright</u>	<u>204 Velma Road CH</u>	<u>929-2847</u>
3. <u>William J. Callop</u>	<u>1507 Michaux Rd.</u>	<u>942-7758</u>
4. <u>Carolyn Rusey</u>	<u>1582 Velma Rd.</u>	<u>933-3022</u>
5. <u>Robert C. Rusey</u>	<u>1582 Velma Rd.</u>	<u>933-3022</u>
6. <u>Betty P. White</u>	<u>1506 Velma Rd.</u>	<u>967-4064</u>
7. <u>Thomas P. White</u>	<u>1506 Velma Rd.</u>	<u>967-4064</u>
8. <u>Elizabeth S. White</u>	<u>1506 Michaux Rd.</u>	<u>942-7291</u>
9. <u>Robert I. White</u>	<u>1506 Michaux Rd.</u>	<u>942-7291</u>
10. <u>[Signature]</u>	<u>204 N. Elliott Rd.</u>	<u>932-5964</u>
11. <u>[Signature]</u>	<u>204 N. Elliott Rd.</u>	<u>932-5964</u>
12. _____	_____	_____

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- 13. Mary Brynshi 407 Lyons Rd 942-2531
- 14. Patty Krebs 309 N. Elliott Rd 933-5422
- 15. Judith J. Clements 1603 Curtis Road 967-4184
- 16. Janey L. Blanton 411 LYONS ROAD 967-8270
- 17. George K. Sumner 300 N Elliott Rd 929-5692
- 18. Marc LaBande 1500 Michaux Rd 967-7093
- 19. Billy W. Royal 1703 WILLARD RD. 942-7342
- 20. Charles Smith 1724 Allard Rd 969-7690
- 21. Joy Hakan 1710 Allard Rd. 967-6214
- 22. Brian & Moya Kileff 403 Clayton Rd. 942-0555
- 23. Margaret Sacks 1708 Curtis Rd 929-7785
- 24. Nevallyebark 409 Clayton Rd 967-4192
- 25. _____
- 26. _____
- 27. _____
- 28. _____
- 29. _____
- 30. _____
- 31. _____
- 32. _____
- 33. _____
- 34. _____
- 35. _____

Talking Points—1609 Franklin Street Rezoning and Special Use Permit

The Issue: Pedestrian Access to the Office Building site from Velma Road.

1. A pedestrian connection between Franklin St. and Velma Rd. is unnecessary. Foot traffic through the site would be nil. There is no incentive for pedestrians to access Franklin Street from Velma Road through this site. “Connectivity” will serve no useful purpose at this location.
2. Pedestrian access to this site will serve only “dis-connectivity.” Steep steps down the embankment from Velma will serve only on- and adjacent- site purposes. That is, pedestrian access will be an incentive for occupants (or clients) of the new office building (and the Ballet school) to park (perhaps all day) along Velma, thereby avoiding Franklin Street entirely.
3. The steep and nearly-precipitous drop from Velma Road to the level surface of the 1609 site could be a mobility or safety hazard. It could also be a costly and perhaps public liability hazard for the developer/owner.
4. The probability of vehicle parking along Velma Road is a daunting and counterproductive prospect. Velma Road (with only three dwelling units) is a secluded street. Estimates are that 6-12 walkers/joggers daily traverse the one-block street. All pedestrians use the street since there are no sidewalks! The likelihood of vehicles parked along Velma (one or two currently are) poses the potential for pedestrian-auto conflict along Velma. None of the current pedestrians (often with their dogs) ever use the existing driveway or steps leading down from Velma onto the 1609 site.