

Jacob Brown

From: Roz Shirack <rozshirack7@gmail.com>
Sent: Friday, June 7, 2024 2:29 PM
To: John Lattimer
Cc: Jacob Brown; SCAN Board
Subject: Re: Comments for Case No. SPR-ADJ24-18 for the Chevron Station at 2315 Commercial St SE

Follow Up Flag: Follow up
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Oh good. I'm glad we did not contradict your thoughts on the site plan and adjustment requests. I was going to coordinate with you early on, but got buried with several other deadlines, so just needed to move this one off my desk.

I'm glad to see you are still keeping an eye on things for SWAN. Hope you are having a nice summer.

Best, Roz

On Fri, Jun 7, 2024 at 2:02 PM John Lattimer <jnlattimer@gmail.com> wrote:
Thanks Roz. The SWAN Use Committee agrees with you.

Sent from my iPhone

On Jun 7, 2024, at 12:33 PM, Roz Shirack <rozshirack7@gmail.com> wrote:

The Land Use Committee of the South Central Association of Neighbors (SCAN) has reviewed the applicant's site plan. We support the requested adjustment to eliminate the required five-foot setback along Commercial Street SE so the new canopy can cover the existing gas pumps.

We do not support the requested adjustment to eliminate the required pedestrian connection to Hoyt St SE. The gas station includes a large convenience store that attracts pedestrians from the surrounding residential area, including from Hoyt St SE. It appears a stripped pedestrian walkway from the store entrance to Hoyt St could be located between the landscaped area along the west side of the property and the seven parking

spaces. That would require moving those parking spaces and parking bumpers a few feet further east into the vehicle maneuvering area. This is feasible because those parking spaces are not always used (there are another 2 to 3 parking spaces near the south end of the property), and the gas pumps are not always used. There are only a few vehicles maneuvering on the property at any one time, and sometimes no vehicles moving to or from the pumps. Providing the required pedestrian path to Hoyt St would be safer for pedestrians and not result in unsafe congestion for vehicles.

Pedestrians need to be given priority, or at least parity, with vehicle drivers in the mixed-use zones if the goal of those zones to encourage people to live, work, shop, and recreate along the core transit corridors (eg, Commercial St SE) is to be achieved.

Thank you for your consideration.

Roz Shirack, Chair
SCAN Land Use Committee