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Sent: Thursday, May 19, 2016 10:08 AM
To: Ray Burger; Richard Maxwell; JESkaley@aol.com; Linda Lavine; Joanne Cipolla;
sloan@astro.cornell.edu; info@senecastrategies.com; Deborah Cipolla-Dennis; Bambi Avery; Supervisor
Subject: 1061 Dryden Road proposal

I have added these points to my comments:

There are a few things I would like to point out on the diagram submitted by Kim Michaels. One is the "Overlook" on the north border of the property, which, if you consider the topography lines, is at the top of a very steep bank directly over busy Route 366 just at the Fox bridge. It looks over the highway and at a very dangerous place for anyone to be standing. Not only for those people, but Route 366 drivers would look up to see what is going on up there and it would be a potentially fatal distraction. A Trash and Recycle area is right there, and the potential for occasional trash to blow down onto the road is strong. The "picnic green" to the top right is next to the driveway entrance from Route 366, where 100 cars will be entering and exiting throughout the day. This is not a good location to picnic, again potentially fatal if young children or dogs take off after a ball or frisbee into the traffic, distracted by a sharp turn from the main road and going up a hill, possibly facing other traffic coming or going on that driveway. Along the right, the east border of the property, you see a single family home and garage. The residents of this home would have their life significantly negatively impacted by a dense development just across the dirt road. In fact, a maintenance building is directly across from that single-family home, which would be industrial-level noise throughout the day, and an unsightly building in their living room window.

Design is not just what it looks like and feels like. Design is how it works.

- Steve Jobs

Our land is limited. Once we build on a piece of property, the opportunity to use it to the best for our community is gone. The buildings may last several generations. They must be the best design, they must work for each person who lives and visits there, and for the community of which that parcel is an integral part. The traffic must flow, the use of infrastructure must not usurp, the people must be able to work and play, recreate, and interact in peace, in safety. If a design and use of a property adds problems and causes disharmony, the community will pay and pay for the compromises they have made.

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Carol Whitlow