

From: [Paul Lauritsen](#)
To: [Plan Commission Comments](#)
Subject: Register of Opposition to the Preliminary Plat of Herrling Property Subdivision
Date: Wednesday, March 20, 2024 5:29:55 PM

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Good afternoon,

I am writing ahead of the virtual Plan Commission public hearing on the Preliminary Plat of the Herrling Property Subdivision (5:30 pm, March 25, 2024) to **register my opposition to the preliminary plat**. I do not oppose overall development of the platted area, but I do have **strong concerns with the arrangement of the current plan**.

My concerns are the following, and are centered around the **regions numbered 128 - 131 and 146, and 134 and 142 - 143** in the [proposed plat](#):

- Lots 128 - 131 and 146, and lots 134 and 142 - 143, are designated TR-V2 and TR-U1 lots respectively. These are multi-unit/multi-family lot designations that will introduce a higher population density to the neighborhood.
 - The positioning of these higher-density lots will introduce larger traffic volumes and congestion to the interior of the overall neighborhood (defining the "neighborhood" as the development between Old Sauk to the north, Pioneer road to the west, and Mineral Point to the south). Rather than being close to major thoroughfares like Mineral Point, these high-density lots are located in the interior of the neighborhood and will require large volumes of drivers to drive through other portions of the neighborhood to reach these higher density structures.
 - At the current proposed maximum heights for TR-U1 development (capped at 65 ft), and taking into account relative land elevations, the structures in lots 134 and 142 - 143 would tower over the Eagle Trace development to the north, and be an eyesore for those residents. The TR-V2 plots (capped at 35 ft) are less of a concern since their relative height is close to existing Eagle Trace development.
 - The positioning of the public park (O.L. #7) is likely to introduce large volumes of pedestrian foot traffic alongside and crossing a major thoroughfare in Mineral Point road. This could be considered a risk due to the large volume of motor vehicles passing the park at speed, especially as it is likely Mineral Point will need to be expanded in the future to accommodate the ever-growing residential area west of Pleasant View road.

Fortunately, I believe there is a good solution to the concerns I have listed, and I am not a believer in pointing out problems without offering solutions. As a solution to the above concerns, I would propose the **location of the public park (O. L. #7) and the lots 128 - 131 and 146, and 134 and 142 - 143 be roughly swapped**. This would have several immediate benefits:

- Higher density residential traffic would have easier access to a major artery in Mineral Point road.
- The land currently proposed for O.L. #7 is at a lower elevation, allowing for less contrast in overall structure height between Eagle Trace to the north and the new proposed development to the south.
- Patrons of the public park would be more removed from a large volume of motor

vehicles passing at high rates of speed.

In the event that this solution is not feasible due to other engineering concerns I am not aware of, I would still **strongly suggest** that the higher density structures be platted closer to major roads and not located in the interior of the neighborhood.

Please feel free to reach out for further discussion. You can reach me by email at eaglepaul2011@gmail.com or by phone at 936-522-7359. If I am not able to pick up, please leave a message and I will return your call at my earliest convenience.

Thank you in advance for your consideration,

Paul Lauritsen