

From: Jennifer Brixy [REDACTED]
Date: April 14, 2018 at 3:50:27 AM CDT
To: ken.opin@gmail.com
Subject: Elderberry Neighborhood

To the Members of the Planning Commission,

As a concerned resident, homeowner, and taxpayer, I am writing to you to express my abject opposition to the City's plan to connect Burnt Sienna Drive, and other residential streets in the Elderberry neighborhood, to Mineral Point Rd and Old Sauk.

Def: Arteries — (Mineral Pt.) 120 feet wide; Connector roads (Elderberry, Old Sauk, Bear Claw)— 80 feet wide; Local streets (residential) — 60 feet wide

On the 2002 Elderberry Neighborhood Plan, almost all traffic was channeled east to west along Elderberry and other streets. The one exception inside the neighborhood was Bear Claw Way, which ran north to south. Now the city has decided it wants more north-south routes (but didn't consult with us before making these changes.) The specific proposal is that, along with Bear Claw Way and Schewe Rd., Burnt Sienna and Fargo would be through streets, connecting Mineral Pt. and Old Sauk Roads. Although these streets were designed to be quiet residential streets, and are just 60 feet wide and sometimes winding, they'd become major traffic routes.

The city is trying to sell this as better "connectivity" for us. In reality, this proposal simply provides shortcuts for motorists — at the expense of residents who moved in here anticipating life on a quiet street. The problem will grow worse over time. Note that before long up to 40,000 cars/day are expected to travel Mineral Pt Rd., which already backs up at times near the roundabout. And approximately 2,000 people could be employed on the southern edge of EN, in addition to cars and service trucks for the many apartments planned here. Yes, this new plan helps cars "connect," but it hurts people!

Is it fair to place such a heavy burden on just two streets — (three, if you count the northern end of Big Stone)? While the proposed traffic plan could've worked ok if adopted before residents moved in here, how is it fair to superimpose it on residents already living here? (Residents, we might add, who pay lots of taxes.) Sadly, this traffic will not only be a nuisance and a danger, it will lower the value of our homes.

More on these streets:

1. Burnt Sienna was built in 2016 and is now home to about 20 families. It is 60 feet wide, the width of a local street. If it is made to connect Mineral Pt Rd to Old Sauk, it is in effect a collector road, whether the city calls it that or not! Besides the problem of traffic cutting through to avoid backups on main roads, this street will see heavy traffic from high-density uses on both ends. Being planned on the north are schools, a daycare center and cottage housing; on the south: apartments, offices, other "employment" and a possible public bike park.

2. Fargo is in the same position as Burnt Sienna. It would connect Mineral Pt traffic to Old Sauk by way of Bear Claw at its northern end. On its south end it's situated right up against employment uses and multi-family housing.

3. Big Stone Trail on the north end would see increased traffic via a proposed new road.

I implore you to do the right thing for people, families, homeowners, residents, and taxpayers in the Elderberry Neighborhood- keep these residential streets *residential*.

Respectfully,

Jennifer Brixy