

Dear Members of the Planning Commission,

I live on Scenic Brook Dr and would like to comment on the subdivision plan for the Simon-Caskey Tract which proposes to extend Little Deer, Harvest Trail, and Oak Forest streets. The major problem with the plan

from my perspective and that of all of the neighbors that I have talked to is the traffic flow from the new subdivision through the existing neighborhoods. I think the best solution is to connect the new subdivision directly to Highway 71, so as not to burden neighborhood streets, such as Scenic Brook and Silvermine (which do not have sidewalks), with all of the traffic from this new development.

Another solution, suggested by a resident of Harvest Trail, is to design the development so that Little Deer doesn't connect to Harvest Trail or Oak Forest - make two separate loops, one that comes off Oak Forest and one that comes off Little Deer. This would split the traffic from the development - some would exit via Little Deer, the rest would exit via Harvest Trail or Oak Forest. This would eliminate any cut-through traffic that may occur with the current proposal. Another solution would be to keep the current street design, but install a gate that could be unlocked by emergency personnel - this would also keep cut-through traffic from affecting residents yet still allow emergency access when needed. A similar gate has been installed on Mocassin Path in the new subdivision, the enclave at Covered Bridge, to prevent cut-through traffic on that street.

Either of those solutions would be superior to the current street layout of the proposed development. I think a direct connection to Highway 71 would be the best option, but failing that, these other potential options would be acceptable to neighborhood residents.

The problem here is not the infill development or the additional housing, but the traffic patterns that will be generated by the development. Please support an option that has the least impact on current residents and keeps neighborhood safety at the forefront.

Thank you,

Tom Thayer  
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