

11/7/25
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NOV 12 2025

CITY CLERK

To Whom it May Concern,

I'm writing in regard to the address
1324 W 7th.

Was it 15 years ago the Metro
Transit bus stops were removed at the
intersection of W 7th + Victoria? That
was because the intersection was deemed
too dangerous for bus stops due to the
volume of accidents and deaths there.
You are aware of the distance between
the bus stops here, right? Unwalkable
for disabled or elderly.

So you approve 6-8 parking spaces
for 4 businesses at 1324 W 7th with one
of them a bar holding up to 180 seats? No.

You approved 1 driveway for these
businesses on an already dangerous
block of Victoria between W 7th + Otto?
At Scheaffer on a ~~bad~~ blind curve in
the road.

Without giving me one example from
his engineers about safety in the future,
Sean Kerohan told me that any parking,
safety or traffic issues that arise
from this development will be addressed
in 2030!!

Clearly the 'engineers' never studied
traffic on Victoria at school start and
end times. Or counted the back up

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of buses and cars at W 7th + Victoria
that BLOCK the new driveway at
Victoria + Scheffer several times a
day. And you are not required to speak w/ neighbors!

Scheffer has no sidewalks! So
you expect bar patrons to walk in the
streets? Victoria is full of driveway
which your contractors have been
blocking already. Going to enforce the 6' rule?

How many bars does one intersection
need? W 7th has plenty of bars between Randolph + Otto.

You removed a driveway apron for
a neighboring house now requiring them
to also park on the street, because of a pond?

A driveway can't be that close to a water
hole? Are the water ponds deep enough?
Are the water holes too close to the sidewalk?
Did you not hear or care that Mph. is
backtracking on the water holes because
they are not environmentally safe?
Who is gonna clean the trash out or it just
goes down the sewer? And you say the
water holes are more important than
providing ample parking places for
150 people or more? The house was there first.

No exit or entrance for all these
vehicles on W 7th is safe? It's safe
to intentionally add more burden
on Victoria that has limited parking?

Everything about this development has been kept a secret, changed without notice, ignored neighbors affected or falsified.

Is the bright new spot light in the new, too small parking lot permanent? Surely that intrusion of light doesn't meet code. Is it so the water ponds are seen?

The "engineers" gave zero thought or study about traffic, safety or parking or effect on the neighborhood.

I'm the one who kept calling asking for a digital speed machine to help slow down traffic on Victoria between W^{7th} + 8th.

That couldn't even be done correctly.

First installing the wrong machine. Then installing one that didn't work properly.

I called multiple times a week to report it wasn't working properly. The entire

time! You never put out anything to record all the speeders on this one block with a blind turn at Schedder.

Never did a vehicle count to see how dangerous this street has become.

Who is going to replace the boulevard trees on W^{7th} that were removed for this development? The taxpayers? Not every boulevard tree was to be removed. Now W^{7th} trees.

I honestly don't know how you all allow and encourage development to intrude on private property like

you do. I'm pretty sure you wouldn't want/allow a huge wall to be built next to you blocking out your sunshine and sunsets.

Not being unable to use your driveway for parking due to ~~an~~ unfriendly to the environment water hazard. Do you narrow the streets where you live? Do you care if emergency vehicles can get down your street? You sure didn't care about emergency vehicles when you planned Victoria Park around a nursing home and school.

Without attempting to fix the speeding and traffic congestion in the 17th, Victoria, Otto area, you want to make it worse.

As Head of "Public Works" Sean Kershaw told me by phone this summer, "Any safety, parking or traffic issues created will be addressed in 2030!"

I shouldn't have to request documents done by the engineers when I had Sean Kershaw on the phone to explain to me why a driveway for 4 new businesses, one of them a bar, has the only driveway at the blind curve ~~across~~ across from Scheffer. That should roll off his tongue with ease.

You people in charge can't possibly wonder why this city and state are losing tax payers to other states, right?

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Keep in mind, this is one of the most dangerous intersections in the city. That's why the bus stops were removed many years ago at Victoria + W 7th. What changed? Amount of cars.

I look forward to a hearing. Hopefully the 'engineers' come prepared with their studies and documentation. Not for show but to verbally defend this project so as to be understood.

Oh, how often are the white bumper sticks at Victoria + W 7th being replaced? That sure seems ^{not} cost effective. They also prevent traffic flow at that intersection.

In 1990, I believe the average car per day here was under 30. Now it is 100's and often unsafe just to open a car door or a parked car or walk across the street.

So put me down as a no thank you. Your decisions regarding this oversized, out of place strip mall is reckless and dangerous and irresponsible. Your 15 day notice from date of letter is also disingenuous. Thanks for listening.

Sincerely,

Susan Sauter

phone 651-528-9212

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By the way, was it the same 'engineers' that developed the new Pleasant Ave from St. Clair to Jefferson? At the entrance and exit ramp of an Interstate 35? With compost pile arena?

Where is there room for emergency vehicles to pass cars? Where does a car getting off 35E with car trouble park + room for a tow truck?

You narrowed the road at a freeway exit!? You completely removed any room for cars to pass or pull over. Even if cars pull over an emergency vehicle can't get thru! Smart.

Clearly, your 'Engineers' never studied the 2 businesses on Pleasant and how busy that road is.

Lines for the compost pile north onto St. Clair and south to Victoria, pulled over to the curbs waiting in line. Now there is no room for traffic to just use the road in passing or emergency vehicles. You really needed that extra grass that the city doesn't cut and causes blind spots at the 2 businesses there? Grass instead of roadway is what your 'engineers' decided is safest at a very busy 135 and 4 way stop signs? 4 way stop sign with no turn lanes. Genius! Dept. of Public Safety, good foresight.