

Tarra Jolly

Subject: FW: Opposition to W-3484

From: Lynne Mitchell <fiercelibulldog@gmail.com>

Sent: Wednesday, June 16, 2021 12:20 PM

To: Gary Roberts <garyr@cityofws.org>

Subject: [EXTERNAL] Memo for PB and City Council

DATE:

June 16, 2022

TO:

City-County Planning Board
Winston-Salem City Council

FROM: Lynne Mitchell

1270 Foxhall Drive
Winston-Salem, NC 27106

RE: W-3484

I am writing to voice my concerns and opposition to the site plan amendment to add a service station to Whitaker Square shopping center. My concerns and suggestions are outlined below.

- 1.
2. We currently have three
3. service stations in the Robinhood Road/Peacehaven/Polo Road area. These three service stations are all accessible from Robinhood Road. Having a service station accessible from Peace Haven Road spreads this type of high-use development too close to neighborhoods.
4. I would support an electric vehicle charging station at Whitaker Square instead of a service station.
- 5.
- 6.
7. There is currently considerable
8. traffic on Robinhood and Peacehaven Roads during peak traffic hours. I can tell you from experience that one can easily sit through two, even three, traffic light cycles on Peace Haven Road when turning left onto Robinhood Road. When exiting Whitaker Square
9. by the Chick-fil-a, traffic is often backed up so far on Peace Haven it is almost impossible to make a left hand turn. Rush hour traffic at Chick-fil-a is currently so heavy, they have an employee in the parking lot doing traffic control.
- 10.
- 11.
12. The entrance to Whitaker
13. Square Shopping Center from Peace Haven Road (by La Carretta restaurant) is dangerous for pedestrians. There is no pedestrian connection to the shopping center and pedestrians get dumped into the parking lot entrance driveway and do not have a safe place

14. to walk until the sidewalk begins by La Carretta. I recommend a pedestrian connection at this shopping center entrance.
- 15.
- 16.
17. Stop bars need to be painted
18. at all exits from the shopping center to prompt vehicles to stop before entering the roadway. As I frequently bike and walk in this area, I have almost been run down numerous times by drivers exiting parking lots (including this one). We need all the prompts
19. we can to make roads safe for people using all modes of transportation - especially those on foot or bike.
- 20.
- 21.
22. This type of development
23. seems counter to the vision of the Legacy Plan. Development that supports biking and walking, not motor vehicles, should be the type of development we strive for as a community. What type of message does building another service station send to the community?
24. As auto manufacturers are introducing more electric vehicles and phasing out fossil fuels, shouldn't we be forward thinking with planning and development?
- 25.
- 26.
27. Lastly, it is a concern
28. that a service station was considered an appropriate use when the shopping center was approved many years ago. There has been considerable housing development in this area and I don't think this use is any longer appropriate. How does Planning deal with
29. this dilemma? I suspect there are other shopping centers in our community with uses that would raise eyebrows. Maybe keeping the list of approved uses much more narrow when development is approved. This gives neighbors a more of a voice when new development
30. is proposed.
- 31.

Thanks for your time and attention.