

Residents
Stop Somerset Heights
Committee
W3529

June 23, 2022

Mayor

Allen Joines

Council Members:

Kevin Mundy

Annette Scippio

Denise D. Adams

Barbara H. Burke

Jeff MacIntosh

John C. Larson

James Taylor, Jr.

Robert C. Clark

The residents of Lockwood Drive, Huntington Woods and the greater Somerset Drive area request that you deny the zoning change for W3529 Somerset Heights. We oppose W3529 because the development is not in character with the surrounding neighborhoods and the excessive traffic burden on both Somerset and Lockwood caused by the addition of ~2000 trips per day. Our opposition is set forth in greater detail below and incorporates by reference all of the documentation previously submitted to the planning board in opposition, including the email of opposition by the Winston-Salem Neighborhood Alliance.

I. There is no reason to make the Zoning change:

There is no compelling reason to change the zoning away from RS 9. "The primary purpose of zoning is to segregate uses that are thought to be incompatible. In practice, zoning is also used to prevent new development from interfering with existing uses and/or to preserve the "character" of a community." (Wikipedia: <https://en.wikipedia.org/wiki/Zoning>). The addition of multi-family townhomes and high density tightly packed single family homes changes the character of the homes from those in the surrounding communities. The Planning Staff Report clearly states all the surrounding homes are single family homes with RS9 zoning. (Page 2 City County Planning Staff Report) This development is clearly OUT OF CHARACTER with the surrounding neighborhoods.

II. Traffic impact to Lockwood and Somerset:

Based upon "rules of thumb" used by the Planning Department, it is expected that almost 2000 cars a day will be added to both Somerset Road and Lockwood Drive. (Davenport Report page 4)

Somerset Road is a curvy minor thoroughfare with mixed speed limits that are generally not observed resulting in numerous accidents. (Anderson Presentation to Planning Board) There have been ~81 documented accidents on this road in the last few years, even at existing traffic volumes. Davenport, the developers own traffic analysis, determines that in certain locations the level of service on Somerset will be "E" or "F" (page 9 para 3 Davenport). That should not serve as the basis of approval.

From: [A A Gussie Ownby](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning off Somerset & Jonestown
Date: Wednesday, August 03, 2022 2:17:23 PM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

To whom it may concern:

I am writing to express my reservations about the proposed development prompting the proposed rezoning. I will be brief:

1. We clearly need more housing in Winston-Salem and throughout the country,
2. We do not NEED oversized, energy-wasting, luxury homes,
3. It is unsafe to add homes, and therefore people and traffic, before providing the additional infrastructure upgrades,
4. Somerset as it stands cannot handle additional traffic,
5. Additional entrances would disperse the traffic across more streets,
6. New home developments should be approved or denied based on the benefit to the entire community.

With respect,

Allie Augusta Ownby
750 Tam-O-Shanter Trl
Winston-Salem NC
704-516-2025

[Sent from the all new AOL app for Android](#)

Lockwood Drive is a dead end city street that has approximately 18/20 homes. The speed limit is 25, and the city street is undivided and has no sidewalks or walkable shoulders. Adding 800 trips per day to this formerly quiet city street will make it into an unwalkable thoroughfare.

The developer states it has no responsibility to do anything on Lockwood Drive to improve safety or quality of life of the residents. It is our understanding from the DOT that we can expect nothing in the way of improvements to Lockwood, and will be lucky to get a paving within the next 20 years. (Avelos) Likewise the city is unlikely to install sidewalks or widen Lockwood Drive. (Mundy) If that is the case, it leaves the residents and users of Lockwood and adjacent streets as collateral damage resulting from the development of Somerset Heights.

The City often undertakes massive infrastructure improvement to promote manufacturing and other commercial projects. Should this development be approved, it is equally incumbent on the City to protect the existing residents of both Somerset and Lockwood Dr and Huntington Woods. The City has an obligation to improve the existing infrastructure to cope with the additional burden of traffic, should this development be approved as submitted.

(Nelson Adams and Constance Cline documentation contained in 3 emails. Joseph Anderson's presentation to the Planning Board and the accident reports.)

III. Planned development is out of character with the adjacent neighborhoods

The high density single family units planned for this development are crammed onto 40 foot lots which create what are known in the industry as "snout" houses. They are ugly and not in keeping with the character of the surrounding neighborhoods. This type of home leaves only about 5 ft for the front door on the garage heavy front of the home. The multi-family townhomes are certainly a major change in character from the surrounding single family homes. These small homes result in all cars in either the driveway or on the street or even both.

Similar developments have been the subject of news stories about absentee landlords and rental properties, leading to a degradation of upkeep and maintenance. In the greater Triangle area of North Carolina more than 22% of homes are purchased by investors and they are buying more houses than they are selling. This aggravates the inventory level and inflates the prices of available inventory. It also relegates those that would be first home buyers to the rental home market which prevents wealth creation.

(<https://wraltechwire.com/2021/08/06/investors-are-scooping-up-houses-in-triangle->)

Any solution to this development should include a covenant for a homeowner two year hold period to prevent investor purchases for rental income.

(See Adams/Cline emails; Bud McIntyre emails)

IV. Elevation issues

The parcel of land that is the subject of this petition is flood plain, wetlands and woodland. At least 40% of the parcel is not amenable to development at all as it is always or frequently under water. Briar Lake Pond immediately upstream of the parcel drains onto this land. With the frequently changing weather conditions it is likely that more and more of the parcel will become subject to flooding, including flooding or washing out of the access bridge from Lockwood Drive. In light of rapid climate changes, a serious environmental analysis should be completed before any development is undertaken.

V. Undisclosed environmental impact

The developers have apparently conducted some in-depth or preliminary environmental analysis, which they have been unwilling to disclose. It is our view that prior to any approval the City should demand the completion of a thorough environmental impact statement. (email to Villegas from Stimmel: *"Regarding plans: We do not have a plan without the townhomes available, and the environmental wetland study has not been released for distribution."*)

VI. Massive Opposition

It is clear that the residents of the surrounding neighborhoods overwhelmingly oppose this development. (Petition submitted to Planning Board) That does not mean that they oppose ANY development. In fact, we believe that if the Petitioner were to present a subdivision similar in character to Huntington Woods, Somerset Cove or Ashford, that with certain caveats, the neighbors would welcome the addition of similar homes to the area, with a thoughtful traffic impact analysis. Some well informed observers suggest that the developer could have a much higher return on investment were that to be the case. (See McIntyre email)

We oppose the approval of the current W3529 petition and ask you to reject the Zoning change. That would give the Petitioner an opportunity to revise plans at current RS 9 Zoning for a development more in keeping with the surrounding neighborhoods.

Sincerely yours,

Samuel J. Villegas
2581 Lockwood Dr.
Winston-Salem, NC 27103

Copies to Committee:
Joseph Anderson
Preston Corbett
Elizabeth Carter
William "Bud" McIntyre
Darrell Hawkins
Lisa Gonzales

Neighbors

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Rezoning opposition
Date: Monday, July 18, 2022 8:12:04 AM

Good morning,

Please place the email below in the item for 3529.

Thanks.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394

-----Original Message-----

From: Graham Stevens <grahamstevens1969@hotmail.com>
Sent: Wednesday, July 13, 2022 1:01 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezoning opposition

*** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.

To whom it may concern.

I am voicing my objection to the rezoning proposal of the land abutting the Huntington Woods development (rear of Lockwood Drive) Ref 3529

Yours sincerely,

Graham Stevens
1760 Huntington Woods Court

Sent from my iPhone

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] OPPOSE Somerset Heights Rezoning Petition W3529
Date: Monday, July 18, 2022 8:13:03 AM
Attachments: [image001.png](#)

Good morning,

Please place this email in item 3529.

Thanks!

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Nelson & Connie <nelcon77@yahoo.com>
Sent: Wednesday, July 13, 2022 5:22 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Cc: Sam Villegas <sjvwsnc@gmail.com>; Joseph Anderson <janderson@pangialaw.com>; Bud McIntire <bbveloce@comcast.net>; Preston Corbett <prestonecorbett@gmail.com>; allison chrapek <allipek1538@gmail.com>; Darrell Hawkins <darrell.hawkins@kw.com>
Subject: [EXTERNAL] OPPOSE Somerset Heights Rezoning Petition W3529

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

July 13, 2022

SUBJECT: OPPOSE Somerset Heights Rezoning Petition W3529

To: Mayor Allen Joines

Council Members: Kevin Mundy, Annette Scippio, Denise D. Adams, Barbara H. Burke, Jeff Mackintosh, John C. Larson, James Taylor, Jr., Robert C. Clark

Via sandrark@cityofws.org

My name is Constance Cline, and I live at 2626 Lockwood Drive. I am writing to implore that you deny the rezoning request #W3529 (Somerset Heights). Please note that I concur with Sam Villegas's opposition points that he presented to you via email ... no compelling reason to change the zoning, planned development is out of

character with adjacent neighborhoods, concern re: the elevation issues (flood plain, wetland, and woodland), and an undisclosed environmental impact. I am in total agreement with Mr. Villegas's item VI (Massive Opposition). I am writing to you today specifically about the traffic impact that this proposed development will have on Somerset and Lockwood Drives, and adjacent neighborhoods.

Davenport's Transportation Impact Analysis says that we can expect 1,913 Estimated New Daily Vehicle Trips (ENDVT) with the proposed, rezoned Somerset Heights Development.

It is projected (see Davenport's Analysis) that sixty percent of the 1,913 ENDVT will be funneled on to the approximately 1 mile long Somerset Drive (about 1,100 new trips). Add this to the current est. Daily Vehicle Trips (DVT) of 650+ on Somerset Drive and you get 1,750+ daily vehicle trips on this dangerously curvy, short stretch of road. The proposed small improvements to Somerset to handle this almost-double current traffic volume (short slip lane, very short stack lane) seem entirely inadequate to handle projected traffic volumes.

It should be noted that Somerset Drive already has two dangerous areas: the so-called "dead man's curve" right at the proposed entrance to the proposed development and the sight-limited intersection of Somerset and Jonestown. Almost doubling the traffic volume these two dangerous area must handle can only make things worse. A lower density development at Somerset Heights will ease these dangers.

The remaining forty percent (of the 1,913 ENDVT) will be funneled on to the approximately 1/3 mile long leg of Lockwood Drive. That total ENDVT (40%) would be about 800 new trips. Add this to the current est. of 300+ vehicle trips on Lockwood Drive and you get 1,100+ Daily Vehicle Trips on this short neighborhood road (no sidewalks and no stop light at the Lockwood/Jonestown intersection).

We have families walking with their dogs and children, walkers and joggers, and neighbors stopping for a chat daily on Lockwood Drive. Almost tripling (300 to 1,100 trips/day) the traffic volume on this little road will surely make demands on it that it was never intended to handle. One of these demands will certainly be cars backed up at the Lockwood/Jonestown stop sign, waiting to cross or enter Jonestown Road from Lockwood. Mr. Fansler of WSDOT assures us that this cannot and will not ever occur, which surprises those of us who live near this corner, since we can observe and experience such back-ups already occurring without the additional tripling of traffic the proposed development would bring.

It should be noted that the speed differential between traffic on Jonestown (fast) and Lockwood (stopped at stop sign) is usually great enough to make entering Jonestown difficult until all the fast moving traffic on Jonestown has passed. Only then is it safe to cross or enter Jonestown from Lockwood. It is this speed differential safety factor that causes back-ups at the stop sign, not the actual traffic volume itself. Mr. Fansler said nothing about this phenomenon. Perhaps he is unaware of it. Since tripling traffic volume arriving at that stop sign will not in any way slow down traffic on Jonestown, such tripling can only result in longer back-ups at that stop sign, despite Mr. Fansler's assurances to the contrary.

It should also be noted that the Lockwood/Jonestown intersection has been the site of many accidents, including the flipping upside-down of a mail truck driven by our neighborhood's most beloved mail carrier, a wonderful man named Jag. Happily, Jag escaped this scary accident unhurt by some miracle. The accident was entirely the result of the speed differential between traffic on Jonestown and on Lockwood.

Please visit both Lockwood and Somerset Drives. I would not want anyone making a rezoning decision without a visit. As you drive these streets, **imagine this was your street, your neighborhood!** Imagine **1,750+** vehicle trips/day on the curvy and dangerous Somerset Drive. Imagine **1,100+** vehicle trips/day on the idyllic neighborhood of Lockwood Drive and the adjacent Huntington Woods. **If this was your neighborhood**, I'm fairly certain that you would **VOTE NO** on this rezoning request (W3529)! It just seems wrong on so many levels! The requested rezoning would simply create too much traffic from too dense a development. The existing zoning already allows for density the surrounding neighborhoods and roads can just barely handle. Any greater density would simply be too much.

Sincerely,

Constance D. Cline
2626 Lockwood Drive
Winston-Salem, NC 27103

Copies to "Stop Somerset Heights" Committee Members: Samuel J. Villegas, Joseph Anderson, Preston Corbett, Elizabeth Carter, William "Bud" McIntire, Darrel Hawkins, Lisa Gonzales

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Fwd: Zoning Change Request W3529
Date: Monday, July 18, 2022 8:16:47 AM
Attachments: [Somerset Heights letter.doc](#)
[Little Creek, Huntington Woods streetscapes.docx](#)
[Bridgeton Place.docx](#)
[image001.png](#)

Goo morning,

Please place the email and attachments in the item for 3529. Please include the attachments.

Thanks.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Sam Villegas <sjvwsnc@gmail.com>
Sent: Thursday, July 14, 2022 9:30 AM
To: Annette Scippio <annettes@cityofws.org>; Denise Adams <denisea@cityofws.org>; Barbara Hanes Burke <bhb Burke@cityofws.org>; Jeff MacIntosh <jeffm@cityofws.org>; John Larson <John.Larson@cityofws.org>; James Taylor Jr <jamestjr@cityofws.org>; Kevin Mundy <kmundy@cityofws.org>; Robert Clark <robertc@cityofws.org>; Mayors Office <mayorsoffice@cityofws.org>; Sandra R. Keeney <SANDRARK@cityofws.org>
Cc: Bud McIntire <bbveloce@comcast.net>; Joseph Anderson <janderson@pangialaw.com>
Subject: [EXTERNAL] Fwd: Zoning Change Request W3529

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Dear Mr. Mayor and Members of the City Council:

I am submitting these exhibits on behalf of Mr. William McIntyre who is currently unavailable. I recognize that they may already be in the record from the Planning Board but since he is traveling, with only intermittent access to the internet, he may be unable to send an updated comment in opposition to W3529.

Let me know if you have any questions.

Sam Villegas

336.782.0032

----- Forwarded message -----

From: **Bud McIntire** <bbveloce@comcast.net>

Date: Wed, May 4, 2022 at 12:09 PM

Subject: Zoning Change Request W3529

To: <Planning@cityofws.org>

Cc: Tiffany N. White <TIFFANYW@cityofws.org>, Desmond Corley <desmondc@cityofws.org>, Kevin Mundy <kmundy@cityofws.org>, Sam Villegas <sjvwsnc@gmail.com>

Dear Members of the Winston Salem/Forsyth County Planning Commission,
the Planning Staff & Representative Mundy,

Please find attached my thoughts and position on the subject re-zoning application. I hope that you will carefully consider this document and supporting photographs in your deliberations.

Many thanks for your service to our community,

William C. McIntire, IV

William C. 'Bud' McIntire, IV
1681 Little Creek Circle
Winston-Salem, NC 27103
Mobile: (404)606.0811 bbveloce@comcast.net

TO: Winston Salem/Forsyth County Planning & Development Services

ATTN: Chris Leak, Chairman; George M. Bryan, Jr.; Melynda Dunigan; Jason T. Grubbs; Tommy Hicks; Clarence R. Lambe, Jr.; Monike 'Mo' McRae; Brenda J. Smith; Jack Steelman.

COPY: Desmond Corley; Tiffany White; Kevin Mundy

DATE: May 4, 2022

RE: Zoning Change Request W3529/Proposed True Homes development known as Somerset Heights

OPENING STATEMENT: I am a current resident of the Little Creek/Huntington Woods neighborhoods which will be directly impacted by the proposed development. I am a retired Architect/Planner who worked in the residential development and design field for the last twenty years of my career as the VP-Architecture for one of the largest and leading developers/home builders in the Southeast(John Wieland Homes & Neighborhoods). Based in Atlanta we built homes in Charlotte, Raleigh, Charleston & Nashville along with Atlanta closing approximately 1,800 homes/year at a 2007 average price of ~\$425,000. I mention this because I am sensitive to and knowledgeable about the challenging business in which True Homes is engaged. Lastly, I did participate in a video conference with the design firm, Stimmel Associates, on April 13 and have personally visited the True Homes neighborhood given as a comparable, Bridgeton Place. Attached are photos of representative homes from the newer section of this neighborhood vs. from the existing, surrounding neighborhoods.

Regarding the development of the subject site, I am not opposed to development under the existing RS-9 zoning, which requires a minimum lot size of 9,000SF and would allow approximately 160-180 new homes.

I AM STRONGLY OPPOSED to the re-zoning application to RM-5S zoning, which allows multi-family(townhomes) and small, single family homes on 40'wide lots, in this case totaling 223 new homes. My reasons are as follows:

- **Lockwood Dr.:** One of two entry/exit points to Somerset will be on Lockwood Dr. This is a quiet residential street with little traffic. It is 20' wide with a posted speed limit of 25mph(the traffic engineer's report notes it incorrectly as being 21' wide & 45mph, page 2 of Davenport Assoc. report of 4/4/22) is without sidewalks or curb-&-gutter and, in fact, very little shoulder dropping down to drainage ways on both sides close to the road. Quite a few residents of Little Creek & Huntington Woods do their daily walks with children and pets along this road. Per a discussion with the Winston-Salem DOT, there will be an additional 800 car trips/day on Lockwood coming from the proposed development vs. <200/day at present. Not only will this 400%+ volume increase be

dangerous to pedestrians, but the intersection at Lockwood & Jonestown, which is already a difficult and dangerous crossing, will get far worse, especially where outbound morning traffic will back up into the neighborhood. Another error on the traffic engineer's report indicates a right-hand turn coming out of Somerset and onto Lockwood, thus dividing the traffic coming up Lockwood. In fact, there can be no right-hand turn because Lockwood is a dead-end in that direction.

- **Small lots... small houses:** The lot sizes in the surrounding neighborhoods(Huntington Woods, Little Creek, Somerset,...) are mostly well above the 9,000SF lot size required by the current RS-9 zoning(often 1/3-1/2 acre) & the homes are generally 2,500-4,500SF. The homes proposed are similar to those found in their Bridgeton Place neighborhood (off Peter's Creek Pkwy) according to their Triad principal, Jeff Guenier. In visiting this neighborhood, their model home(Baxter) is 1,628SF with other houses being slightly smaller & larger in two-story & one-story designs. Their lot sizes are 45-50' in width vs. the 40' proposed for Somerset. Quite a few of the homes are termed 'snout houses' because the 20' garage sticks out and dominates the front of the home with only a few feet left for the front door in a very ugly fashion. On the proposed 40' lots with 15' combined side-setbacks, the building footprint can only be 25' wide. All of these characteristics make Somerset a very poor comparable to the existing neighborhoods and, instead of enhancing them, as new developments generally do, this one greatly detracts.
- **Planned Residential Development standards:** In the PRD 'Purpose' definitions, Item 7 notes: 'The character of a PRD should be appropriate to the GMA(Growth Management Area) in which the PRD is located along the urban to rural continuum.' While the proposed development is not currently a PRD, **shouldn't the same standards of appropriateness be applied to any new development.**
- **Unrestricted rentals:** When asked in a conference call on 5/3 whether there would be any covenants or other restrictions on non-owner rentals in Somerset, the True Homes representative said that there would not be. While common in many newer neighborhoods with the express purpose of having owner-occupied properties, with no such restrictions in the proposed development, these smaller homes and townhomes are ripe for investor purchase and subsequent long/short-term, AirBnB or VRBO rentals.As is often seen, residents of rental properties can lack the sense of ownership pride/care and the neighborhood goes down hill affecting not only that community, but all those surrounding it.
- **Undeveloped, natural areas:** In the video presentation on April 13, the design engineer/planner, Stimmel Associates, emphasized the amount of undeveloped area of the site as being a benefit to the proposed development and surrounding neighborhoods. He noted that ~40 acres of the 88 acre site would remain natural. The fact is that most of this area CAN'T be developed because it falls with wetland and stream-buffer requirements. It will remain undeveloped no matter what is built.
- **Density:** Related to the last point, Stimmel Associates made the point of touting the low density of 2.5 units/acre(88 acre site, 223 units) on their site plan. This is very misleading, as ~40 acres of the

site can't be developed(per Stimmel), leaving 48 acres buildable. Taking out some additional areas for neighborhood buffers, entries, etc. leaves ~42 buildable acres which translates to 5.3 units/acre.

- **Barren landscape:** As can be seen in the included photos of a typical streetscape from Bridgeton Place, this site and the proposed Somerset Heights development will be clear-cut of all trees, including significant, specimen trees that add value to a neighborhood and are tremendous storers of greenhouse gases. It presents a bleak, unattractive streetscape and neighborhood. While I am aware that aesthetic standards can't be applied to the individual homes, certainly the quality and character of the whole neighborhood can be considered, especially if it is significantly worse than the surrounding neighborhoods.
- **Revenues & Profits:** In discussing the product size/price-points with the True Homes representative, he said that even though fewer, more expensive homes would yield greater overall revenue, the smaller, less- expensive homes will be 'absorbed'(sold) faster. For example, given an average price of \$350,000 for the 122 detached units and \$250,000 for the 110 townhome units a total revenue of \$70,200,000 would result. If 180 larger homes(wider lots) were built selling for an average of \$425,000, this would yield \$77,350,000 or over \$7 million more. It is also my experience that more expensive homes are usually more profitable than smaller homes, so not only is the revenue higher, but so are the profits. I understand the need for more affordable housing, but why not put it in an area where it is doesn't detract from the property values of existing neighborhoods. **If the City/County is going to let absorption rates be a primary driver for new communities, then we are locked into a downward spiral of smaller, less-expensive homes which negatively impact many existing neighborhoods.**
- **Rezoning precedent:** If this rezoning application is approved, it sets a significant precedent for any other higher-density, lower-priced neighborhood to be built within existing neighborhoods. Both small, single parcels and large tracts could be re-zoned which would be totally out-of-character with the surrounding neighborhoods, as it is in this case. For example, would you approve a neighborhood like Somerset Heights in the Buena Vista or Forsyth Country Club neighborhoods?
- **Not NIMBYism:** My objection to this proposed re-zoned neighborhood, as well as the nearly-unanimous view of my neighbors in Little Creek and Huntington Woods, is not resistance to ANY development. We recognize the rights of the property owner and developer to bring the subject site to market with new housing, and True Homes is a reputable homebuilder which offers homes in many price points. An appropriately-scaled & priced neighborhood within the existing zoning may be helpful to our neighborhoods and the City/County. I encourage the Planning Commission members and staff to drive through the Huntington Woods & Little Creek neighborhoods and those communities impacted on Somerset Rd., then visit True Homes' Bridgeton Place, if you haven't done so already. I think it will be immediately clear why this re-zoning is totally inappropriate. Representative photos of both are shown below for reference.



Typical Little Creek streetscape(along Lockwood Dr.)



Proposed entry onto Lockwood Dr.



Typical streetcape in Huntington Woods



Bridgeton Model Home(Baxter floor plan)



Typical Bridgeton Place streetscape



Typical front-entry, two-car garage



Proposed Townhomes(from Wrenn Farms neighborhood per True Homes representative)

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] REF: 3529
Date: Monday, July 18, 2022 8:17:03 AM
Attachments: [image001.png](#)

Please include the email below in 3529.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Lisa Law <lisa@certuspsychiatry.com>
Sent: Thursday, July 14, 2022 9:52 AM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] REF: 3529

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We oppose the development of this and the rezoning

Lisa Marie Law, LCMHCS, Maed, NCC
Therapy Team Manager
Certus Psychiatry and Integrative Care
1255 Creekshire Way
Suite 251
Winston Salem, North Carolina 27103
(336) 701-3111

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From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Strongly Oppose Rezoning -Ref 3529
Date: Monday, July 18, 2022 8:17:58 AM
Attachments: [image001.png](#)

Please include in item 3529.

Thanks.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Paul Halvorson <pjhalvy@yahoo.com>
Sent: Thursday, July 14, 2022 10:19 AM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Cc: Paul and Shirley Halvorson <pjhalvy@yahoo.com>
Subject: [EXTERNAL] Strongly Oppose Rezoning -Ref 3529

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City Clerk -

We strongly, strongly oppose rezoning for our community - reference 3529.

We would like you to oppose this rezoning and keep this area at it's current zoning status - and keep it as it was intended to be.

It just plain does not make sense to approve this rezoning. Please oppose this for us.

Thank you!

Paul and Shirley Halvorson
165 Silverthorne Ct.
Winston Salem, NC 27103

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Rezoning reference 3529
Date: Monday, July 18, 2022 8:28:39 AM
Attachments: [image001.png](#)

Please place in 3529.

Thanks.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Eben Carroll <ecarroll@wakehealth.edu>
Sent: Sunday, July 17, 2022 5:23 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezoning reference 3529

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To whom it may concern,

I write this email to express my firm opposition to rezoning the land and planned development of the above reference number. We have lived on Somerset Drive for over 10 years. And in that time we have seen innumerable accidents on our road. Many of which occurred almost in our front yard. Recently one of these resulted in a fatality.

We do not oppose development. But the developers are being greedy and only seeking to increase profit margin by changing the zoning from what it currently is to allow for a higher density of units to be built.

This directly impacts many things. Namely such a high density of additional housing units would make traffic conditions on Somerset more dangerous, more crowded, and in my opinion untenable. Our street is very busy from a traffic standpoint as it is. And this would only exacerbate and already tenuous situation.

I feel as though Somerset Drive cannot accommodate this number of units. Although we do not seek

to block the development of the land completely. We just ask that you consider not rezoning. They could build an adequate housing development, and reach adequate profits with the current zoning in place.

Thank you for your consideration in this matter. Unfortunately my wife and I will not be able to attend the August 2 meeting as we are traveling. But please do not hesitate to contact me should you wish to discuss this matter more.

Many thanks,

Sent from my iPhone

Eben A. Carroll, MD | Professor
Director, Orthopaedic Trauma Service
Director, Orthopaedic Trauma Fellowship

Atrium Health

Atrium Health Wake Forest Baptist

Medical Center Boulevard, Winston-Salem, NC 27157-1070

(336.716.3606 | * ecarroll@wakehealth.edu | FAX 336.716.6286

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From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Greetings,
Date: Tuesday, July 19, 2022 9:37:07 AM
Attachments: [image001.png](#)

Good morning,

Please place with 3529.

Thanks!

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Ronald Hunter <akhunter12@gmail.com>
Sent: Monday, July 18, 2022 6:07 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Greetings,

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

We live in Ashford off of Somerset Rd, in the direct path of this proposed 84 acre development with 234 housing units. We are strongly opposed to this!!!

The traffic coming onto Somerset Rd will be a nightmare to say the least!
It's hard enough to get on Stratford Rd from Somerset as it is now!

It doesn't matter to the City of W-S because they see it as 234 more taxpayers. I bet it would matter to them if they had to drive in this neighboring area every day!!

Stop The Proposal,
Ron & Kaye Hunter

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Oppose Rezoning - - - Reference 3529
Date: Tuesday, July 19, 2022 3:15:01 PM
Attachments: [image001.png](#)

Hi Mary Beth,

Please place in item 3529. Please note the attachment.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: john holland <jcjmholland@gmail.com>
Sent: Tuesday, July 19, 2022 2:59 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Oppose Rezoning - - - Reference 3529

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

I am opposed to the rezoning of the property off Somerset Rd. It is already a dangerous road with the curve on Somerset. I live in the subdivision that would be across the road from the proposed development - Ashford (circa 1990). If you turn left from Ashford onto Somerset, there is a good chance a car will show up on your "butt" when you pull out because you didn't see them because of the blind curve. Also, about a year ago I witnessed the aftermath of a fatal accident on the curve. They want the main entrance to be roughly 20 yards from the curve. Again, this is an uphill, blind curve. Lastly, the zoning is to add more homes than what should be on the land. As a R9 zone currently, the property size is 9,000 sq ft. Rezoning as they want to R5 or 5,000 sq ft property size is jamming houses in essentially doubling what the property should hold. I don't have an issue with wise home development, but not at the expense of lives.

Here's a photo of the fatal accident. We don't want any others, so putting more traffic on this road only increases the chance.

Respectively,

John Holland
336.817.0336

jcjmholland@gmail.com

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Opposition to REF 3529
Date: Wednesday, July 20, 2022 10:27:40 AM
Attachments: [image001.png](#)

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Missy Carroll <missybcarroll@gmail.com>
Sent: Wednesday, July 20, 2022 10:09 AM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Opposition to REF 3529

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I'm emailing in stark opposition to REF3529 in the rezoning of Somerset Drive.

I'm not in opposition to the growth of our community, but this rezoning is unacceptable. Somerset Drive and Jonestown Road simply cannot absorb this level of traffic and growth.

We've lived in Somerset for 10 years and have witnessed countless accidents, one fatal. We've witnessed a City of W-S truck flip over and dump 500 pounds of salt in our front yard because the driver took the curve too fast on a mildly icy road. The volume of speeding traffic on this two-lane, 45mph road is already exorbitant. Adding 1100+ more trips per day seems like many, many accidents waiting to happen.

The wildlife is abundant, with families of deer crossing Somerset Drive at various times of the day and night.

I hope you'll put yourself in our shoes. Imagine the road where you live overflowing with an influx of traffic, accidents, noise, energy.

Thank you for your time,
Melissa Carroll

--

Sent from Missy Carroll



From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Rezone 3529
Date: Friday, July 22, 2022 8:17:54 AM

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394

-----Original Message-----

From: Kim West <poopedpup@icloud.com>
Sent: Thursday, July 21, 2022 8:11 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezone 3529

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I have lived on Somerset Drive for over 35 years and watched the amount of traffic increase as new houses were built and more people used the road as a cut through to avoid Hanes Mall Blvd. Adding another neighborhood with 75-100' road frontage would put too much traffic on Somerset. Rezoning that land to allow townhouses and 40' frontage houses will put an untenable amount of traffic on Somerset. Houses with driveways on Somerset will have a difficult time getting on the road. We live between 2 blind curves and have almost been hit multiple times trying to turn into our driveway as several cars come around the corner. Backing out of the driveway takes patience and a prayer. Backing our camper into the driveway requires one of us standing down the road and flagging traffic down and inevitably backing traffic up. This has the potential to delay fire or police responding to a call. The area where the neighborhood road will connect to Somerset is at a bad curve at top of a hill and will cause issues for everyone. I hope the council will deny this zoning request due to the negative impact the tremendous increase in traffic will have on the existing road and neighborhoods there.

Thanks
Kim West
997 Somerset Drive

Sent from my iPhone

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Rezone 3529
Date: Friday, July 22, 2022 8:18:02 AM

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394

-----Original Message-----

From: Elizabeth Stevens <stevense33@yahoo.com>
Sent: Thursday, July 21, 2022 8:32 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezone 3529

*** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.

To Whom it May Concern:

I live at 997 Somerset Drive in Winston Salem and I am vehemently opposed to number of houses the will be built if the rezoning is approved. Somerset Drive cannot adequately support the increase of traffic this will cause. Our street is already a shortcut between Stratford and Jonestown roads and been the scene of several wrecks and numerous near misses due to speeding and inattention. I can't help but believe that this will be exacerbated by the addition of vehicles from the new homesites. I respectfully ask that this rezoning be reconsidered and denied.

Thank you
Elizabeth G. Stevens

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] RE: Oppose 3529
Date: Friday, July 22, 2022 8:18:12 AM
Attachments: [image001.png](#)

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Mike <mellis003@triad.rr.com>
Sent: Thursday, July 21, 2022 8:42 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] RE: Oppose 3529

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Sandra, City Clerk:

Please note that we are residents of the Ashford community off of Somerset Dr. and are opposed to the rezoning proposal under 3529. We believe that rezoning the acreage from single-family housing use to multi-housing use will create additional density and congestion that cannot be adequately supported by the infrastructure. While we are not opposed to land development, it should be noted that any new development should align with the neighborhood character that currently exists. The multi-use community at Hillcrest has already pushed traffic issues to a critical level. Another multi-use community will overwhelm the infrastructure and reduce the quality of life in this gem of a community.

We request that proposal 3529 be voted down. Thank you for your consideration.

Michael and Annette Ellis
421 Hollinswood Ave.
W-S, NC 27103

Sent from [Mail](#) for Windows

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Oppose rezoning 3529
Date: Monday, July 25, 2022 9:21:53 AM
Attachments: [image001.png](#)

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Diane Myer <dianenc19@yahoo.com>
Sent: Sunday, July 24, 2022 1:09 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Oppose rezoning 3529

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Hello Sandra,

I am emailing you to state opposition on rezoning request 3529. We oppose this because we not want to be surrounded by buildings and cement nature needs some space as well.

I

Diane Myer

[Sent from Yahoo Mail for iPad](#)

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Rezoning? No way!
Date: Wednesday, July 27, 2022 8:02:02 AM
Attachments: [image001.png](#)

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Dan Kibler <dankibler1109@gmail.com>
Sent: Tuesday, July 26, 2022 7:22 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezoning? No way!

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

I am writing in opposition to the potential rezoning of land off Somerset Dr., I believe it is 3529.

My main opposition -- although I hate the added traffic to a dangerous curve in the road -- is that the proposed development does not go hand in hand with the land up and down Somerset that's already been developed. Any land west of Little Creek on Somerset has been developed in similar sized lots and houses: Somerset Cove, Ashford Place and Silverthorne. A complete development of comparable single-family homes in the area involved in the proposed zoning change would be acceptable, but the developer is trying to cram too many front doors into too small an area. I understand the proposal sites a certain density of houses and apartments, but when you consider how much of the affected land is in the 100-year Little Creek floodplain and thereby unusable, the amount of residences being crammed into the remaining land is unacceptable.

Dan Kibler
433 Hollinswood Ave.
Winston-Salem, N.C. 27103

From: [Sandra R. Keeney](#)
To: [Mary Beth Tew](#)
Subject: FW: [EXTERNAL] Ref: W3529
Date: Thursday, July 28, 2022 8:17:36 AM
Attachments: [image001.png](#)

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394



From: Lisa Atchison <p.fidget@yahoo.com>
Sent: Wednesday, July 27, 2022 11:36 PM
To: Annette Scippio <annettes@cityofws.org>; Denise Adams <denisea@cityofws.org>; Barbara Hanes Burke <bhburke@cityofws.org>; Jeff MacIntosh <jeffm@cityofws.org>; John Larson <John.Larson@cityofws.org>; James Taylor Jr <jamestjr@cityofws.org>; Kevin Mundy <kmundy@cityofws.org>; Robert Clark <robertc@cityofws.org>; Mayors Office <mayorsoffice@cityofws.org>; Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Ref: W3529

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To all involved in the decision process for re zoning this area,

My name is Lisa Atchison and I live at 2530 Lockwood Drive, this address is right at the proposed exit/entrance on Lockwood for the Somerset development. My driveway is set only for backing out or taking the time and space on the narrow road to back in. The entrance being so close makes my exiting and entering my property difficult and increases the risk of a collision, especially with high traffic. To make that a bit more concerning, they are proposing to make these lots so small that they will not have mailboxes with them. This means that all the mail will be delivered and collected at the entrance that is directly across from my home.

If this land is to be developed it should stay in context with the surrounding neighborhoods. There are no multi family homes in this area and lots are large and cater to the sense of community. In essence they are wanting to go into the MIDDLE of an area and stuff as many people as possible in a space. If this property is re-zoned it will open the possibility for this development to fail and an apartment complex to come in with one less hoop to jump through. Please keep this zoned single family homes and don't allow these small lots that stuff people into this area. Allow them to develop a neighborhood that fits in to the surrounding (fully surrounding) neighborhoods.

Thank you for your time.

Lisa Atchison
931-538-5524

From: [Sam Villegas](#)
To: [Sandra R. Keeney](#)
Cc: [Annette Scippio](#); [Denise Adams](#); [Barbara Hanes Burke](#); [Jeff MacIntosh](#); [John Larson](#); [James Taylor Jr](#); [Kevin Mundy](#); [Robert Clark](#); [Mayors Office](#)
Subject: [EXTERNAL] Please find a message to the Council regarding W3529
Date: Thursday, July 28, 2022 4:12:52 PM
Attachments: [PDF Note to Council members.pdf](#)

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Dear Ms Keeney,

Kindly add this document in opposition in the referenced matter for the use of the Council in its decision making.

Best regards,

Samuel J. Villegas
2581 Lockwood Drive
WSNC 27103

Reasons to deny the Petition to Rezone W3529

1. **Dangerous** without massive infrastructure improvements by the CITY to match the infrastructure required in the proposed development. Surrounding neighborhood residents should not be victimized and endangered.
2. No sidewalks on the adjacent parcels, where current residents walk.
3. Does not comply with the Comprehensive Plan or the Southwest Suburban Area Plan
4. The petitioner wants high density Single Family and MultiFamily units in an area where none exist on adjacent parcels.
5. The parcel is RS-9 and all surrounding neighborhoods are also RS-9
6. Massive citizen engagement in OPPOSITION Neighborhood ENGAGEMENT.
7. Developer **misrepresented** his intentions during the initial outreach session.
8. 40% + of the parcel is unbuildable as it is floodplain or wetland.

Quote from the Comprehensive Plan

“With careful planning, appropriate design standards, and citizen empowerment, neighborhoods have become the building blocks of our community. we envision that . . .
... neighborhoods incorporate community oriented features, such as front porches, sidewalks, street trees, pocket parks, trails, community focal points, and nearby services. All residents enjoy walking to nearby shopping and services, schools, churches, and public open spaces.”

The Council should find as follows:

The proposed zoning map amendment from RS9 (Residential, Single Family –9,000 sf minimum lot size) to RM5-S (Residential, Multifamily –5 units per acre maximum density –Special Use) is generally inconsistent with the recommendations of the Legacy Comprehensive Plan and the Southwest Suburban Area Plan Update (2015) for single-family (0-8 du/ac) residential uses at this location. Therefore, denial of the request is reasonable and in the public interest because the proposal is for multifamily use of the site.

Lisa A. Yewdall
1162 Jonestown Rd
Winston-Salem, NC 27103
336.760.3492
Lyewdall56@gmail.com

July 29, 2022

Via email to : sandrark@cityofWS.org

Re: rezoning case #3529

I am writing this letter in opposition to the upcoming vote on rezoning of case #3529. Living and working in Winston-Salem since 2000 and going through the Legacy plan set out on the city's website for the southwest area, there are significant issues that have yet to be addressed. A number of infrastructure issues omitted in the plan have not been achieved and the addition of single and multi-family homes on the 96 acres off Somerset Drive will create significant traffic and pedestrian issues exacerbating traffic problems that are already troublesome to the present population surrounding the lot.

- Jonestown Road which feeds into Somerset, already has traffic problems with speeders that treat it like a drag strip. Having only a single lane in each direction causes residents along Jonestown to wait for an average of 14 cars to go by their driveways before they can ingress into the traffic. Consequently, the reverse is very similar. When arriving at ones' driveway to turn in either right or left, we must slow significantly as other motorists are driving so fast (and having no patience for drivers slowing down, noted by repeatedly honking their horns) that turn signals need to be illuminated at least 6 homes prior to their drive. Several near accidents have occurred because the 40 mph speed limit on Jonestown is not enforced.
- In the legacy plan sidewalks and roads are barely acknowledged and put off as "where feasible." The reader would take that as a way out of building sidewalks. No mention is ever made, save one notation on page 42 that the city is building bike lanes. That is a wonderful idea, but no mention is made of them on either Somerset or Jonestown Road.
- Schools have foolishly put a multi-grade bus stop at the corner of Sara Lane and Jonestown Road. Since 2000, there have been no less than 4 motorists who have lost control of their vehicles and careened into the three front yards causing trees to be taken out and car parts littered. Fortunately, no lives have been lost, but someone in a hurry or not minding the speed limit sign (which is presently completely covered by uncut and unkempt foliage) could easily take out up to 6 school students in a single

swipe. Also, school busses drop off their charges in the afternoon and must stop on Jonestown Road. Each student is dropped off near their home, but most cross Jonestown Road to get to their own residence. Even though the bus drivers have their lights blinking as well as the stop sign out at the side of the bus, far too many times motorists have driven around the bus, not waiting the 30 to 60 seconds for the student to get off the bus and cross the street. There have been many near accidents as there is no pedestrian crossway from Sara Lane across Jonestown Road where motorists would see a pedestrian crossing where the students could safely cross the busy street.

- Jonestown Road has been on the sidewalk wish list for over 20 years. If Jonestown Road cannot be widened, why can it not have sidewalks? The neighborhood would be thrilled at that accomplishment as increasingly there are people walking from the Kester Mill Road intersection down Jonestown Road to residences past Somerset Drive. Presently, sidewalks end at the Jonestown bridge over I-40 by Preston Downs subdivision. People who walk, jog, walk their children, and teens coming back from McKays or the Bolero Bowling Alley now have to walk along the side of the road. This could cause pedestrians to be injured by passing motorists and becomes even more acute at sunset and the dark evenings. On Jonestown Road between Sara Lane and Somerset Drive, there are only 4 street lights, and only 2 of them at present work. The street light closest to Sara Lane (next to the church graveyard) is covered by overgrown trees which make the light have a very small area to shine. There is a 3rd light past Cheltenham that flickers and the 4th light has no bulb. The lack of lighting on Jonestown Road creates an ominous visual as one can barely see a pedestrian in light clothing. Believe me, I have tried crossing that road at night and oncoming traffic cannot see a pedestrian until they are right on them.
- On Somerset Drive, there are 25 street lights between Somerset and Stratford Road at the Food Lion grocery store. The lights are positioned at every third house and yet, it is still difficult to see the sides of the single lane road at night. Shining one's bright lights doesn't work. It only makes a more difficult drive. The lights on both roads do not shine with significant brightness. It's as if someone used a 40 watt bulb instead of a 60 or 100 watt one.
- Littering has significantly increased along the front yards of Jonestown Road. Not a day goes by that Styrofoam cups, fast food containers, beer cans or bottles and the like are in our front yards. No signage about littering fines in on the roadway.
- Studying the "traffic calming" points in the plan, the data was gathered in 2015. That data is 7 years out of date! When my husband and I first moved here, we were told that heavy trucks (including construction vehicles and moving vans) were not allowed on

Jonestown Road as they would compromise the integrity of the pavement. However, every year since, truck traffic has increased significantly. Jonestown Road is treated as the equivalent of Silas Creek or Peters Creek Parkway and not as a neighborhood road. With the construction necessary on the acreage at Somerset Drive, the construction and moving van traffic will increase exponentially. That traffic would not limit itself to “regular working hours” as truck traffic presently occurs all hours of the day. Home sellers have stated this is the number one reason they have difficulty selling their homes – too much traffic. Increasing traffic will also inhibit homeowners from easily selling their homes. At present, it has taken an average of 2 years before a home is sold on Jonestown Road. As for Somerset Drive, several of the homes on that street have gone up for sale and had difficulty in selling. Some gave up and turned them into rental property just to get out from under the frustration of turning over their houses for sale.

The rezoning of the Somerset parcel would also significantly affect the Hillcrest area.

- Motorists cannot easily go to a stoplight at Somerset and Stratford as there is no traffic light. Whoever put one at the Hillcrest and Stratford intersection as well as at the intersection at the shopping center should have double checked their figures. If one wants to access Stratford Road, they must go through the Hillcrest area to achieve that objective. This, in turn, multiplies traffic patterns as well. Even the police station at the building in that complex would have to fight traffic both ways.
- Additionally, there is not enough parking for the Somerset Shopping Center right now. The variety of businesses and restaurants in the center, outside of the Food Lion grocery store, create a full up parking lot on a regular basis. Any new major construction will have a significantly negative impact on that entire area. The present Hillcrest apartments and homes, the present single family homes, and general daily traffic by auto, bicycle, or foot would negatively impact the restaurants and stores by the fact of too much congestion will cause people to shop somewhere else where they can have easy ingress and egress and not wait many minutes – up to 5, 10, and more and multiple changes in the traffic signal, to make a simple turn onto another road.
- The fire station (#2) which is on Somerset, could easily be compromised in its efficiency and effectiveness of going to a fire, accident, or other catastrophe due to a traffic jam. There is no shoulder on the connecting roads for the fire trucks, EMTs, or police vehicles to go around traffic. With the lack of a wider road to accept the new traffic and patterns it will create; you might lose 1 or more lives due to the problems created by the rezoning of the acreage.

- There is a statement regarding the creation of a light rail system and a nearby station stop. I applaud a light rail system as well as numerous alternate traffic calming measures. However, there would have to be a dynamic alteration to the hold a person's automobile has on their freedom and individuality. Even present bus routes in and around Winston-Salem have had to be cut back. The present plan does not create enticements for motorists to give up their cars and use the alternate transportation methods.
- With respect to a recreation center, there are no additional thoughts past enhancing Little Creek and Hobby Park except for expanding the Greenway. This, too, creates issues with respect to the proposed Northern Beltway as well as the traffic patterns with its construction.

With all these projects the people creating them are not realizing that present homeowners will be nearly traumatized by additional traffic from the roads around the area, specifically Jonestown Road and its side streets, Stratford Road, which despite being 6 lanes at numerous points, cannot handle the traffic it has now. Somerset will become so congested that people will not want to live in the housing presented in the plan due to the difficulties of just going out for an errand or coming home from work. If the light rail uses the present railroad tracks, what will the impact be especially on the intersection of Stratford Road and Hanes Mall Boulevard. The bridge over I-40 would need to be widened by 3 or 4 additional lanes to handle the increased traffic, and that has not been addressed. As for Hanes Mall Boulevard and the Hanes Point Shopping Center, why do you not realize that the present width of the road between the I-40 bridge and Stratford Road and beyond around to the Hanes Mall, is presently inadequate. Save for 3 - 5am, that stretch of road is significantly congested right now. The present ingress and egress of each shopping area has back ups as a normal traffic pattern. Adding additional parking garages over the parking lot areas in front of Target and Kohl's will add more traffic to an already congested area.

Whoever made the Legacy plan, has not gone back to revisit its goals. Even before the pandemic this plan would have been difficult to achieve. Since many residents stayed home and drove the roads at differing times than previously, one can easily see that three of the four "activity center" project areas slated for the south west area – are ill-advised. South Stratford, Hanes Mall Boulevard, Hillcrest/Somerset, are all problematic in multiple ways. As for the fourth "activity center" – West Clemmons/Ebert, there are additional problems with the plans for it.

I strongly feel that implementation of any portion of the Southwest Suburban Activity plan would negatively impact the present areas involved as the information presented in the Legacy plan is based on outdated and irresponsible data. To my knowledge, no one in the neighborhoods even heard about the Legacy plan nor had any input in its development. The details stated and the points presented have not been rechecked or updated within the past 7 or more years, and new issues and occurrences such as the pandemic and its resulting social alterations have not been incorporated within the plan. None of the traffic issues can be solved by roundabouts as there is no land to reformat traffic patterns. Also, the 4 Activity centers that are the basis for the plan are so close to each other that an alteration in one area automatically effects the other three in increased traffic, non-widening of roads, no acknowledgment of alternative transportation such as bicycles or pedestrian safety corridors (sidewalks and safe crosswalks), nor the changes that would be realized within the entire Southwest area. There are so many points that would affect the areas negatively without considering the solutions towards positive, calming alternatives to the thoughts outlined in the Legacy plan as a whole. Indeed, each of the ward areas plans, information, and concepts are based on materials and studies that are no longer viable to implement the rezoning of this parcel.

Thank you for the opportunity to relay my concerns on this rezoning matter.
Sincerely,

Lisa A. Yewdall

Lisa A. Yewdall

Cc: Kevin Mundy, Councilmember Southwest Ward
Ali Secamiglio Simmons
Claudette Cannady

From: [Gracie Rivera](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] 3529 Re-zoning Opposition
Date: Saturday, July 30, 2022 6:04:54 PM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Our family opposes this re-zoning. We want to preserve the land and keep traffic as low as possible. We moved here 7 years ago for the beauty of the trees, land and a less hectic lives to bring up our children in.

Please, please do not do this!

Sincerely,
Gracie and John Rivera
5024 Timbrook Lane
Winston-Salem, NC 27103
954-326-9424

[Sent from Yahoo Mail for iPhone](#)

From: [Nelson & Connie](#)
To: [Sandra R. Keeney](#); [Mayors Office](#); [Annette Scippio](#); [Denise Adams](#); [Barbara Hanes Burke](#); [Jeff MacIntosh](#); [John Larson](#); [James Taylor Jr](#); [Kevin Mundy](#); [Robert Clark](#)
Subject: [EXTERNAL] REF: Opposition to W3529
Date: Saturday, July 30, 2022 8:19:40 PM

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My name is Nelson Adams. I live at 2626 Lockwood Drive. I have a degree in City Planning from UNC-CH, and that means I have great respect for the Comprehensive Plan (Legacy 2030) and the professional effort that went into producing it and its conclusions. I know all of you have the same respect for this document and its 2015 update (SW Suburban Update) because both you and the County Commissioners voted to approve the Plan and its 2015 Update as a required guideline for our future growth and development. It is clear that most developers also respect the Plan since all but one of them tout their rezoning requests as conforming to the guidelines as set forth in the Plan and therefore worthy of your approval. The one rezoning request currently or recently before you that makes no mention at all of the Plan, its guidelines, or the petitioner's conformance to the Plan is the one I am writing to ask you to deny -- that is W3529, the proposed too-dense development called Somerset Heights. The reason this developer's re-zoning request makes no mention of the Plan is because it DOES NOT CONFORM to the density recommendations of the Plan for this parcel. And the reason the Plan recommends lower density (single-family) than the petitioner is requesting is that this parcel cannot support such density because it is not anywhere near a "major thoroughfare" which professional planning standards require. Planning Director Chris Murphy admitted this non-conformance to Sam Villegas of our opposition group in a Zoom meeting with Kevin Mundy, WSDOT's Mr. Fansler, and others. The Planning Staff recommendation to the Planning Board is vague about whether the re-zoning petition conforms to the Plan or not, but eventually says it does when clearly, as admitted by Chris Murphy, it DOES NOT CONFORM. This discrepancy has never been addressed, but Mr. Murphy's answer to Mr. Villegas is the correct one: the petitioner's request to re-zone (up-zone) this parcel DOES NOT CONFORM to the Plan. That alone is reason enough to deny the petitioner's request and retain the current single-family zoning. Professional planners called for that zoning density because nearby roads (not to mention other infrastructure, like water and sewer) simply would not support any greater density than single-family due to the lack of a nearby "major thoroughfare."

This parcel will no doubt be developed at some point. But multi-family level density is not in keeping with surrounding neighborhoods (all single-family housing) and cannot be supported by small two-lane roads. Absent a massive investment in upgrading Somerset and Lockwood Drives, the Somerset Heights project must not be as dense as requested. That is why I'm asking you to deny the request to re-zone W3529. Professional planners and smart growth advocates will thank you.

Sincerely,
Nelson Adams

From: [Lori Fisher](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Ref 3529
Date: Saturday, July 30, 2022 8:48:51 PM

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To Whom This May Concern:

As a resident that would be impacted by this proposed rezoning and who has been a victim of a head on car crash at the entrance of Preston Downs, my neighborhood, I strongly oppose this rezoning. I have witnessed three serious car collisions between vehicles turning on to and off of Jonestown Rd.

Please include and consider records of car collisions on this road before making a final rezoning decision.

Respectfully,
Lori Fisher
225 Pitcher Ct. W-S 27103

Sent from my iPhone

From: [Patti Sears](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning of 88 acres - Ref. #3529
Date: Sunday, July 31, 2022 11:54:57 AM

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I am writing in response to the proposed rezoning of 88 acres near Somerset, Lockwood and Jonestown Rd. I am vehemently opposed to the destruction of such a HUGE green space to put up yet more housing. Forsyth County used to have a nice balance of green space and housing. We are slowly but surely turning our town into one large parking lot! It is heartbreaking!!

Facts: Each species whether it be as small as an insect, bird or any other wildlife creature helps to balance our ecosystem. The loss of any ONE species DAMAGES the ecosystem. It does not just "change" it, it causes DAMAGE. We are destroying the space that our beautiful wildlife has struggled to survive in spite of the constant destruction! This is NOT being a good steward of our earth, it is the polar opposite.

With the overwhelming number of empty buildings in Winston Salem and Forsyth County our planning board should be thinking outside of the box and re-purposing these spaces! Instead of tearing down the small amount of green space we have, killing our wildlife and damaging our ecosystem even further..... RE-THINK, RE-PURPOSE! Be smart and do better!

I want more for my grandchildren and our future generations than this!! I don't want my grandson to say, "Oh yes, that was my Grandma's generation that tore down our lush green spaces, destroyed the wildlife and didn't stop to think about making smarter decisions. That's what they passed down to us."

Please, PLEASE rethink this project, for the health of our community.

Respectfully,
Patti Sears
110 Tipperary Lane
Winston Salem, NC
336-703-8521

Sent from [Mail](#) for Windows

From: [Kris Morris](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Ref 3529
Date: Sunday, July 31, 2022 4:58:36 PM

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I oppose the rezoning off of Somerset. It would create way too much additional traffic for the area. Additionally there is a terrible turn on Somerset.

Thank you for hearing my opposition.

Sent from my iPhone

From: [Daniel Haynes](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Oppose Rezoning W-3529
Date: Monday, August 01, 2022 9:38:19 AM

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Good Morning, I will not be able to attend the public hearing on Aug 2nd, but I highly oppose the rezoning action of Docket W-3529

Thank you.

Daniel Haynes
2800 Caraway Ln
Winston-Salem, NC 27103

Sent from my iPhone

From: [Carolyn A. Highsmith](#)
To: [Annette Scippio](#); [Denise Adams](#); [Barbara Hanes Burke](#); [Jeff MacIntosh](#); [John Larson](#); [James Taylor Jr](#); [Kevin Mundy](#); [Robert Clark](#); [Mayors Office](#); [Sandra R. Keeney](#)
Subject: [EXTERNAL] RE: W-3529 Zoning Case on AGENDA for 8.2.22 City Council Mtg--WS Neighborhood Alliance Urges Denial of the W-3529 Zoning Case
Date: Monday, August 01, 2022 2:50:45 PM
Attachments: [image.png](#)
Importance: High

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Dear Mayor Joines, Mayor Pro Tem Adams, and Members of the W-S City Council:

The Winston-Salem Neighborhood Alliance (WSNA) urges denial of the request to change the current RS9 zoning to RM5-S zoning in Case W-3529 on the basis of the traffic impact from this too intense development on Lockwood Drive. This increase in traffic given the size and intensity of this proposed development would irreparably transform the quality of life on this small neighborhood street. WSNA believes that the lack of options for additional access points makes rezoning to greater density inappropriate, as the increased density would be severely more impactful for the neighboring residents. Therefore, any new future development in this neighborhood area should continue with the current RS9 zoning.

Sincerely yours,

Carolyn Highsmith

On behalf of the W-S Neighborhood Alliance (WSNA); WSNA Zoning Committee

President, Konnoak Hills Community Association

Chair, Konnoak Hills Neighborhood Watch Group, Police District 3, Beat 313

Vice President, New South Community Coalition

Landline Phone: 336-7888-9461

Email: carolyn_highsmith@outlook.com



WINSTON-SALEM
NEIGHBORHOOD
ALLIANCE

From: [Margaret Jenkins](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] W-3529
Date: Monday, August 01, 2022 3:09:44 PM

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I am opposed to W-3529. There will be too much traffic and the surrounding small streets can't handle all the extra traffic. The land is a flood zone and will make my property flood so much worse. The houses that are proposed to be built will devalue the existing houses. Please it is not a good idea that these houses be built.

Thank You

Margaret Jenkins
2750 Caraway Lane

Sent from my iPhone

From: [Andrew Bradbury](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Rezoning Petition W3529
Date: Monday, August 01, 2022 6:05:40 PM

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To Whom It May Concern,

I am writing this email to notify you of my opposition to the rezoning petition W3529.

As you have likely heard from countless other constituents living in our area , this rezoning petition is unacceptable based on the burden and safety hazards it will cause to the existing neighborhoods adjacent to this proposed site. Transportation Impact Analysis projects 1,931 additional trips *per day*, with traffic funneling onto roads that are not safely designed to accommodate that amount of traffic. It appears roughly 35% of that traffic (686 trips) will be on Lockwood Drive. This local street in particular contains *no* sidewalks, *no* street markings and does not appear to have any requirements for improvement based on the TIA information listed in the City-County Planning Board Draft Staff Report.

These local streets were designed to accommodate traffic based on residential, single-family zoning whereby the occupants of these homes can *safely* travel in and around their homes with an appropriate, acceptable amount of vehicular traffic. This rezoning petition goes against that design, and will create a safety hazard and increased likelihood of not only traffic accidents but also accidents involving pedestrians and small children who may be walking or riding their bicycles being struck by vehicular traffic.

I urge the members of the city-county planning board to **deny** this petition as it is laid out currently for the safety of the current residents of these neighborhoods.

Sincerely,

Andrew and Allison Bradbury
1708 Briar Lake Rd.
Winston-Salem, NC 27103

From: [Carmine Plott](#)
To: [Annette Scippio](#); [Denise Adams](#); [Barbara Hanes Burke](#); [Jeff MacIntosh](#); [John Larson](#); [James Taylor Jr](#); [Kevin Mundy](#); [Robert Clark](#); [Mayors Office](#); [Sandra R. Keeney](#)
Subject: [EXTERNAL] W3529
Date: Monday, August 01, 2022 7:55:08 PM

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Dear Councilmembers:

My name is Carmine Plott and I am a 16 year resident of Huntington Woods. I am writing to express my opposition to the proposed rezoning described in W3529.

Less than half of the land is habitable – hence the builder has proposed extremely small lots for single family homes as well as multifamily dwellings to maximize potential profits. The resultant development would generate untenable, unsafe, and inefficient high traffic volumes on Jonestown and Somerset Roads. The high influx of residents would also impact negatively the quality of life for those of us who chose Huntington Woods for our home because of its sense of community.

Please vote NO on W3529.

Thank you for your consideration.

Sincerely,
Carmine Plott

Subject: Re: Proposal re "Somerset Heights"

Date: Thursday, July 28, 2022 at 2:00:13 PM Eastern Daylight Time

From: Joseph Anderson

To: Jeff Guernier

CC: Kevin Mundy, Sam Villegas, bgodfrey@hubbardcommercial.com, Bruce Hubbard - Hubbard Commercial (bhubbard@hubbardcommercial.com)

Can you please explain why not? The plan you have put forth is a demonstrable threat to public safety. How much money would you lose by accepting my proposal?

Thanks so much,

Joseph

From: Jeff Guernier <JGuernier@truehomesusa.com>

Date: Thursday, July 28, 2022 at 12:38 PM

To: Joseph Anderson <janderson@pangialaw.com>

Cc: Kevin Mundy <kmundy@cityofws.org>, Sam Villegas <sjvwsnc@gmail.com>, bgodfrey@hubbardcommercial.com <bgodfrey@hubbardcommercial.com>, Bruce Hubbard - Hubbard Commercial (bhubbard@hubbardcommercial.com) <bhubbard@hubbardcommercial.com>

Subject: RE: Proposal re "Somerset Heights"

Mr. Anderson,

We appreciate your consideration of this option and have spent resources studying alternative layouts with your proposal in mind. Unfortunately, we can't make any of these layouts work financially, and believe our original proposed plan remains the best approach. Thanks again for your proposal.

From: Joseph Anderson <janderson@pangialaw.com>

Sent: Thursday, July 14, 2022 5:14 PM

To: bgodfrey@hubbardcommercial.com

Cc: Kevin Mundy <kmundy@cityofws.org>; Sam Villegas <sjvwsnc@gmail.com>; Jeff Guernier <JGuernier@truehomesusa.com>

Subject: Proposal re "Somerset Heights"

[EXTERNAL SENDER] This email originated outside of True Homes. Do not click on any links or open any attachments unless you recognize the sender and are expecting an email from them!

Gentlemen,

I am extremely concerned about the safety of the "Somerset Heights" project, from the standpoint of the traffic impact on motorists and the

children who play in the surrounding neighborhoods.

Because of this very serious concern, and in an effort to ameliorate it as much as I can, I propose the following:

If Hubbard and True Homes agrees not to utilize Lockwood, and to build only in accordance with RS9, I will, without any charge, allow ingress and egress across my land at Gamble drive.

I look forward to hearing from you.

Joseph Anderson

From: [Ed Chappelle](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning reference # 3529
Date: Tuesday, August 02, 2022 9:26:26 AM

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I oppose the rezoning of 3529, as Somerset Drive wouldn't be able to handle the increased traffic flow safely. Traffic at the point cannot travel down this road without crossing over the double yellow line.

Ed Chappelle
425 Hathaway Dr, Winston-Salem, NC 27103

From: [laura spangler](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] NO to Rezoning, REF: 3529
Date: Tuesday, August 02, 2022 12:02:50 PM

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I write to oppose the rezoning of the Somerset and Ashford area in West Winston Salem. Please preserve this area from overdevelopment and too much traffic.

Thank you.

Laura M. Spangler
528 Cherbourg Avenue
Winston Salem, NC 27103

From: [Dan Besse](#)
To: [Sandra R. Keeney](#)
Cc: [Allen Joines](#); [Denise Adams](#); [John Larson](#); [Robert Clark](#); [Kevin Mundy](#); [Annette Scippio](#); [Barbara Hanes Burke](#); [Jeff MacIntosh](#); [James Taylor Jr](#)
Subject: [EXTERNAL] Rezoning comments on W-3529, aka "Somerset Heights"
Date: Tuesday, August 02, 2022 4:01:34 PM

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Comments on proposed rezoning W-3529, aka Somerset Heights

From: Dan Besse, 978 Benjamins Way, Winston-Salem NC 27103
To: Winston-Salem City Secretary's office, sandrark@cityofws.org
CC: Mayor, Mayor Pro Tem, City Council Members

Mr. Mayor, Madam Mayor Pro Tem, Council Members:

I am writing as a resident of the Salem Woods neighborhood off Jonestown Road, and a regular user of Somerset Drive between Jonestown Road and S. Stratford Road, to express and explain my **strong opposition to the proposed rezoning W-3529**.

Please pardon the late submission of these comments. Since the conclusion of my personal service on the city council, I have limited my comments on city rezoning and other similar matters before the council, so as not to interfere with the work of my friend and successor on the council, CM Mundy, as he undertakes the challenges of representing the Southwest Ward.

I am making an exception in the current case due to my personal residence in the impacted area and direct familiarity with the issues involved. I have concluded that the approval of this development in the form which is before the council in W-3529 would represent a substantial increase in risks to the users of Somerset Drive.

The accident history of the double-blind curve area of Somerset Drive—the area proposed for the main access point to the proposed new development called "Somerset Heights"—is well-documented as a matter of record with the WSPD. This includes a recent fatal accident on that section. While the Transportation Impact Analysis (TIA) prepared for the developer in this case does not directly address or analyze that accident history and potential, it acknowledges that the proposed access point does not meet AASHTO-required sight distances. The TIA notes that further study will be required to mitigate those risks, and suggests a number of possible approaches. However, the TIA contains no quantitative analysis of the risks or the suggested mitigations. Notably, the use conditions proposed in the current case contain

none of those suggested measures to address the larger sight distance problem. The record in this case also contains no quantitative or qualitative analysis of effectiveness of the extremely modest measures which are required.

The TIA itself estimates a total of more than 1,200 additional trips per day from the proposed development onto this dangerous section of Somerset Drive. I submit that it does not take a traffic engineer to understand the dangers of feeding that many daily trips into a blind curve area.

The TIA also makes some routine assumptions which understate the risk factors present in this case. It notes an assumption of 12-foot lanes, while acknowledging that Somerset Drive in the impacted area is roughly 19 feet in total width. It notes an assumed traffic speed of 40 mph, in keeping with the posted speed limit of 35 mph. However, as I and any other regular driver of Somerset Drive can attest, holding to a speed of no more than 40 mph results in routine tailgating by following drivers without regard to the time of day. In addition, heading into the curve area from the west, drivers regularly meet oncoming vehicles barely able to maintain their narrow lane in the sharp curve. A moment's slip or inattention there risks a head-on or drivers'-side collision at speed. These are base conditions which can only be made worse by feeding additional drivers into the curve area itself.

In brief, approval of W-3529 in its present form essentially guarantees worsening an existing, serious traffic safety hazard. This is a soluble issue which is not adequately addressed. If for no other reason than this, the council should send this matter back to the drawing board. If the developer insists on an up-or-down vote at this time, the responsible vote on W-3529 is "no."

In fact, there are other good reasons to insist on a reset and additional conditions for development of this site. They include adverse impacts on the residents and neighborhood users of Lockwood Drive, the proposed secondary access point to the development. I leave the detailed description of those impacts to others more directly affected, but note that those impacts as well could at least be mitigated by additional conditions that are not included as part of W-3529 in its present form.

Thank you for your consideration.

From: [Hugh Cheek](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning REF 3529
Date: Tuesday, August 02, 2022 5:06:37 PM

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Our main concerns with this rezoning are traffic volume that would come from this plan and the number of houses/town houses proposed to be built. Traffic on Somerset Drive is very heavy now and getting onto South Stratford Road is nearly impossible. We have to detour through the Food Lion parking lot or the Hillcrest housing development by the Police District Office. We would prefer to see the number of units reduced to help this situation.

Hugh and Madonna Cheek

Sent from my iPhone

From: [Jennifer](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] W-3529 opposition
Date: Tuesday, August 02, 2022 6:00:54 PM

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My name is Jennifer Bivens, 1392 Beaverton Trl, WS. 27103. Our small subdivision is located off of Jonestown Rd. Over the past few years there has been an increase in traffic on Jonestown and at times it's quite difficult to get onto Jonestown from either, Beaverton, Sara Lane or Nettrilio.

In addition to traffic concerns with the proposed subdivision, we have great concern with more runoff potentially creating more flooding. In recent years due to the increased construction Peace Haven and the 421 construction at Peace Haven and overall construction with asphalt and concrete, there has been an increase in flooding behind Beaverton Trail.

A large subdivision such as being proposed could create even more water issues.

For these reasons, I wish to oppose the refining. W3529.

Jennifer Bivens

From: [Brenda Dominick](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Fwd: REF 3529 Opposition to Rezoning
Date: Tuesday, August 02, 2022 6:17:49 PM

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From: Brenda Dominick <btdunc1@gmail.com>
Subject: REF 3529 Opposition to Rezoning
Date: August 2, 2022 at 6:15:18 PM EDT
To: sandrark@cityofws.org

Hello,

I am writing to voice my opposition to above-referenced rezoning for the construction of 200+ homes, planned for the area between Jonestown, Somerset, Stratford, and Lockwood roads.

The plans for this neighborhood show Somerset Road as the main access road, with the entrance& exit point positioned just before an uphill blind curve. We live in the Ashford neighborhood, also off Somerset and just above this blind curve. It is already treacherous enough getting out of our neighborhood due to the limited visibility caused by the curve (also a fatality in 2021). I can only imagine how unsafe this will become with the addition of 2,000 + additional trips per day. Ashford residents have only one entry point to our neighborhood so we cannot take an alternative route.

Another issue involves the current traffic off Jonestown onto Stratford at the Somerset Crossing Shopping Center.. There is no stoplight there, so the wait for a left turn onto Stratford already takes up to several minutes, depending upon the time of day. Add 2,000 additional trips to this road and this situation will become beyond burdensome. The only solution to the wait would be to cut through another residential neighborhood or to use the shopping center as a cut-through, both of which have heavy pedestrian traffic.

Somerset is also the access point for emergency traffic from our local fire and police departments which are also located on Somerset.

In the last 15 years, we have seen the rise of the Hillcrest neighborhood, plus two other new residential neighborhoods off Somerset, the Somerset Crossing Shopping Center, A Sheetz convenience store, a Novant rehabilitation hospital, Fire and Police departments, and numerous other small businesses that adjoin the Hillcrest business section. Somerset Road cannot safely handle the additional traffic that these 200 additional homes would generate.

Brenda Dominick
Ashford Subdivision

From: [A A Gussie Ownby](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning off Somerset & Jonestown
Date: Wednesday, August 03, 2022 2:17:23 PM

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To whom it may concern:

I am writing to express my reservations about the proposed development prompting the proposed rezoning. I will be brief:

1. We clearly need more housing in Winston-Salem and throughout the country,
2. We do not NEED oversized, energy-wasting, luxury homes,
3. It is unsafe to add homes, and therefore people and traffic, before providing the additional infrastructure upgrades,
4. Somerset as it stands cannot handle additional traffic,
5. Additional entrances would disperse the traffic across more streets,
6. New home developments should be approved or denied based on the benefit to the entire community.

With respect,

Allie Augusta Ownby
750 Tam-O-Shanter Trl
Winston-Salem NC
704-516-2025

[Sent from the all new AOL app for Android](#)

From: [vaughn I john](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] SOMERSET HEIGHTS REZONING OPPOSITION W-3529
Date: Saturday, August 06, 2022 12:51:53 PM

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SOMERSET HEIGHTS REZONING
W-3529
7-26-22

VAUGHN JOHN, 1709 BRIAR LAKE RD, WINSTON SALEM NC 27103

CITY COUNCIL MEMBERS:

I AM OPPOSED TO CHANGING THE SOMERSET HEIGHTS ZONING FROM RS-9 TO RM5-S. I AM NOT OPPOSED TO BUILDING A RESPONSIBLE COMMUNITY THAT ADDRESSES AN OUTDATED ROAD INFRASTRUCTURE, FLOODING AND WET LAND ISSUES AND COMPLIMENTS EXISTING NEIGHBORHOODS. I HAVE LIVED IN THE AREA FOR 36 YEARS AND THE PRIMARY ROADS IN THE SOMERSET HEIGHTS' AREA HAVE NOT BEEN UPDATED TO KEEP UP WITH TRAFFIC DEMAND. JONESTOWN ROAD AND SOMERSET ROAD ARE THE PRIMARY ROADS IN THIS AREA AND WERE BOTH BUILT TO RURAL COUNTY STANDARDS. THESE ROADS HAVE MANY SHARP CURVES AND THE ROADS HAVE NOT BEEN WIDENED TO HANDLE THE INCREASED DEMAND FROM NEW DEVELOPMENTS. I LIVE IN THE HUNTINGTON WOODS DEVELOPMENT WHICH IS OFF JONESTOWN ROAD. OUR DEVELOPMENT ROADS ARE BUILT TO THE SAME RURAL COUNTY STANDARDS. THEY ARE LESS THAN 20 FT WIDE AND HAVE NO CURBING OR SIDEWALKS. IN FACT, OUR STREETS ARE OUR SIDEWALKS. SHORTLY AFTER MOVING IN, THE CITY ANNEXED US AND SEVERAL OTHER DEVELOPMENTS LIKE OURS. AFTER BEING ANNEXED, WE PETITIONED THE CITY TO WIDEN AND CURB OUR STREETS TO CITY STANDARDS BECAUSE OF SAFETY AND FLOODING CONCERNS. THE CITY FINALLY GOT BACK TO US AND SAID THEY DIDN'T HAVE THE FUNDS TO DO IT EVEN WITH ASSESSING EACH HOUSEHOLD \$2,000.00 TO HELP PAY FOR IT. THAT'S WHEN WE REALIZED, THE CITY WAS ONLY INTERESTED IN INCREASING TAX REVENUE AND NOT UPDATING THE INFRASTRUCTURE AROUND US. NOW THE CITY PLANNING STAFF WANTS TO PUT AN EXIT AND ENTRANCE OFF THE PROPOSED SOMERSET HEIGHTS DEVELOPMENT ON TO LOCKWOOD ROAD. THESE ARE THE SAME NEIGHBOORHOOD STREETS THEY REFUSED TO WIDEN FOR SAFETY AND FLOODING CONCERNS 25 YEARS AGO. THIS PROPOSAL WILL ADD AN ADDITIONAL 800 TO A 1,000 CARS PER DAY AND THEY STILL DON'T WANT TO MAKE ANY NECESSARY IMPROVEMENTS TO THE ROAD. LOCKWOOD ROAD IS

LOCATED OFF JONESTOWN RD AND IS IN A SMALL NEIGHBORHOOD NEXT TO HUNTINGTON WOODS. THIS IS AN ESTABLISHED OLDER COMMUNITY AND THIS WOULD HAVE AN EXTREMELY ADVERSE EFFECT ON THEM AND OUR NEIGHBORHOOD TOO. I TOLD THIS TO CHRIS MURPHY AT THE PLANNING STAFF AND HE SAID THEY DID THIS ALL THE TIME, LIKE HE DIDN'T REALLY SEEM TO CARE ABOUT ANY ADVERSE EFFECTS. I KNOW WHEN THE PLANNING STAFF RECOMMENDED EXITING TRAFFIC FROM HILLCREST INTO ASHFORD, FORMER COUNCIL MEMBER DAN BESSE CARED. DAN SAID NO. HE REALIZED THE ADVERSE EFFECTS THIS WOULD HAVE ON AN EXISTING COMMUNITY AND STOOD UP FOR HIS CONSTITUENTS.

THE FLOODING AND WET LAND ISSUES ARE ALSO A MAJOR CONCERN FOR THE PROPOSED SOMERSET HEIGHTS DEVELOPMENT OFF SOMERSET ROAD. THE SITE IS 88 ACRES OF WHICH 35 ACRES IS EITHER A WET LAND OR A FLOOD PLAIN. THIS ALL DRAINS INTO LITTLE CREEK WHICH ALREADY FLOODS REGULARLY. AS YOU ARE ALL AWARE, ARCHIE ELEDGE FLOODED SEVERAL WEEKS AGO BECAUSE OF POOR STORM WATER MANAGEMENT PLANINNG AND THIS AREA IS DOING THE SAME THING. SO WHY WOULD OUR PLANNING STAFF APPROVE AND KEVIN MUNDY PUSH FOR A HIGH-DENSITY COMMUNITY AT THIS SITE. WE ARE ALL WILLING TO WORK WITH HUBBARD AND THE DEVELOPER TO COME UP WITH A PLAN WHICH MINIMIZES BOTH FLOODING AND TRAFFIC ISSUES TO EXISTING NEIGHBORHOODS. FINALLY, I'D LIKE TO ADDRESS THE ISSUE ABOUT COMPLIMENTING EXISTING NEIGHBORHOODS. THE AVERAGE LOT SIZE IN THE SURROUNDING NEIGHBORHOODS AROUND SOMERSET HEIGHTS IS 20,000 SQ FT OR LARGER. WE ARE FULLY AWARE LOT SIZES DO NOT NEED TO THAT LARGE IN SOMERSET HEIGHTS, BUT THE PROPOSED HIGH DENSITY AND LOT SIZES OF 4,000 SQ FT ONLY COMPOUNDS TRAFFIC AND FLOODING ISSUES. WE DROVE AROUND AND LOOKED AT SEVERAL NEW DEVELOPMENTS BY SHUGART THAT ARE BUILT ON 7,000 TO 9,000 SQ FT THAT WOULD GREATLY MINIMIZE THE NEGATIVE EFFECTS A HIGH-DENSITY DEVELOPMENT WOULD CREATE IN THIS SPOT. I REALIZE OUR COUNCIL MEMBER KEVIN MUNDY IS PUSHING FOR HIGHER DENSITY COMMUNITYS, BUT THE CITY NEEDS TO FIRST ADDRESS WHERE THEY FIT BEST IN EXISTING COMMUNITYS AND THE ADDITIONAL REQUIREMENTS THEY MAY NEED. FOR INSTANCE, BECAUSE OF THEIR HIGHER DENSITY, WIDER STREETS AND ADDITIONAL OFF STREET PARKING MAYBE NEEDED FOR A HOST OF REASONS. ALSO, BECAUSE THE CITY WEBSITE SHOWS THAT THE CRIME RATES ARE MUCH HIGHER, ADDITION LIGHTING MAY BE NEEDED. THE LAST ONE IS A NO BRAINER, BECAUSE THE CITY IS WAY BEHIND IN UPDATING RURAL PRIMARY ROADS, DEVELOPMENTS OF THIS TYPE SHOULD ONLY BE BUILT OFF MAJOR THOROUGHFARES.

IN SUMMARY, OUR PLANNING STAFF NEEDS TO DO A BETTER JOB OF PROTECTING EXISTING COMMUNITYS. BUILDING NEW DEVELOPMENTS AT THE EXPENSE OF EXISTING COMMUNITYS IS NOT PROGRESS AND IS NOT ACCEPTABLE. EXISTING COMMUNITYS SHOULD PLAY A BIGGER ROLE IN THE PLANNING PROCESS. THE CITY ALSO DOES NOT SEEM TO BE FOLLOWING THE SOUTH WEST SUBURBAN UPDATE PLAN ANYMORE AND APPEARS IT IS TRYING UNDERMINE IT. THE RECENT CHANGES THE CITY HAS MADE TO SINGLE FAMILY COMMUNITIES IS A CLEAR

INDICATION OF THIS. YOU CAN ALREADY SEE THE NEGATIVE EFFECTS THIS IS HAVING ON NEIGHBORHOODS WITHOUT HOA'S. I REALIZE THERE IS A HOUSING SHORTAGE, BUT POORLY PLANNED HIGH-DENSITY DEVELOPMENTS AND TINY HOMES ARE NOT THE ANSWERS.

Sent from [Mail](#) for Windows

From: [Pattie Taylor](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] FW: Opposition to W-3529
Date: Sunday, August 07, 2022 9:26:11 AM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Patricia Taylor <pattie20142014@gmail.com>
Date: 7/12/22 7:46 AM (GMT-05:00)
To: denisea@cityofws.org, bhburke@cityofws.org, robertc@cityofws.org, John.Larson@cityofws.org, jeffm@cityofws.org, kmundy@cityofws.org, annettes@cityofws.org, jamestjr@cityofws.org
Cc: pattie2007@hotmail.com
Subject: Inquiry from Website

Council Members,

We live on Lockwood Drive. We oppose and are asking you to oppose the W3529 zoning changes for Somerset Heights.
It will be coming for review on August 2, 2022.

The development plans do not comply with the comprehensive plan. All the surrounding neighborhoods are now RS-9.

Planning more than 100 units of multi family homes does not exist in our neighborhoods. Tiny lots would not be consistent with our decent yard sizes.
We do not want speculator ownership for rentals in our neighborhood. Our neighborhood cares for their homes and neighbors.

The traffic would exceed the capacity on Lockwood Drive and Somerset Drive. There are no sidewalks, no lights at the intersection of Jonestown and Lockwood. No lights at the intersection of Somerset and Jonestown. Both intersections are already dangerous and home to many accidents.

The flooding at the end of Lockwood and that general area needs to be addressed. Definitely not a good location to extend the road.

The current zoning will protect character, insure safety, and keep the investment in our

homes.

Please vote NO to change the zoning for case W3529.

Patricia Taylor and Robert Cockman
2624 Lockwood Drive
Winston Salem, NC 27103

July 11, 2022

Dear Mayor Allen Joines and Council Members:

We live at 1606 Briar Lake Circle and are writing to ask you to oppose the upcoming proposed zoning change W3529 "Somerset Heights" when it comes before the Council for review on August 2, 2022.

The development proposed by the Petitioner does NOT comply with the Comprehensive Plan and all the surrounding neighborhoods are now all RS-9. They propose to change it to RM5-S.

The size and character of the homes proposed for this subdivision with, both single-family homes and multifamily townhomes, are not in keeping with the size and character of our home and our neighborhood. As you know, the homes in our neighborhood are on substantial lots, and the homes much larger than the ~1600 square feet the developer plans for the single-family units. They even plan more than 100 units of multifamily townhomes, which don't exist in the surrounding area neighborhoods.

Additionally, the bottom of Lockwood Dr. is an accumulated water "swamp" just feet away from the proposed development exit onto Lockwood Drive. The proposed exit onto Lockwood was seriously flooded during a recent rain storm. Little Creek does not adequately handle the situation, and the designated flood plain often extends beyond its borders. The developer does not sufficiently address this situation. See enclosed photos.

I was reminded of a question that a City Councilman asked the staff presenter "Is there any part of the development below the water line of Briar Lake?" She answered, "No." I researched a topographical map of the area. The staff's reply was WRONG.

I learned that the edge of the Lake is 748'. The proposed new development exit onto Lockwood Dr is 734', and about the center of the development is 741'. A SIZABLE PORTION OF THE PROPOSED DEVELOPMENT IS BELOW THE WATER LINE OF THE MIGHTY BRIAR LAKE! Storms and overflowing put the residents of Somerset Heights in danger.

My wife and I are blessed to live a comfortable and safe retirement. We set the stage for that because we built single-family home in the lovely and stable Huntington Woods area of Winston Salem twenty-two years ago.

As with most homeowners, our home is our principal financial investment. We have put our money, time, and energy into developing and maintaining our home.

The proposed changes pose a serious threat to our safe and secure lives. For example, one of our neighbors, whose property will come within 15 feet of Somerset Heights development, suffers severe anxiety for her safety. The lovely woods in her backyard that have protected her from harmful intruders will be taken away from her.

Additionally, another neighbor has already sold his home and left for another state. He quickly sold so he could still retain some of the investment he put into his home. Somerset Heights will lower the quality of life and the value of our home.

We concluded that a new zoning law might help some but, in turn, would put those in Huntington Woods single-family homeowners at risk. The risk is too high. The current laws need to stay in place.

Please also remember that the citizens of Huntington Woods have invested hundreds of millions of dollars in taxes, our lives' energies in employment, and community service. We have done so to improve our own lives and those of Winston Salem's citizens.

We have elected officials believing their sincerity in protecting the welfare of their constituents first and those of Winston Salem second.

I hope you have witnessed that the residents of Huntington Woods have done the same. Yes, we are trying to protect our interests in maintaining and developing a secure and safe future for ourselves and our neighbors, including those who might choose to live in the tiny, crowded, overpriced, soon-to-be devalued homes at Somerset Heights. We wish to protect them from the deadly exits on Somerset and the often flooded entrance on Lockwood.

We wish to protect our Winston Salem from spending excessive taxpayer money in their efforts to create a water management system and other services that ultimately will fail in the Somerset Heights development.

We wish to protect the regional and national reputation of Winston Salem as a city that listens to its citizens and indeed provides a safe environment where its citizens can live and thrive.

Please vote NO to changing the Zoning for case W3529. Let the developer build a neighborhood that complies with the existing Zoning, or better yet, be enlightened that a sizeable, poorly planned development is an economic and immoral disaster.

Arch-Bishop Rev. Michael Rivest, Ph.D., D.S.T.

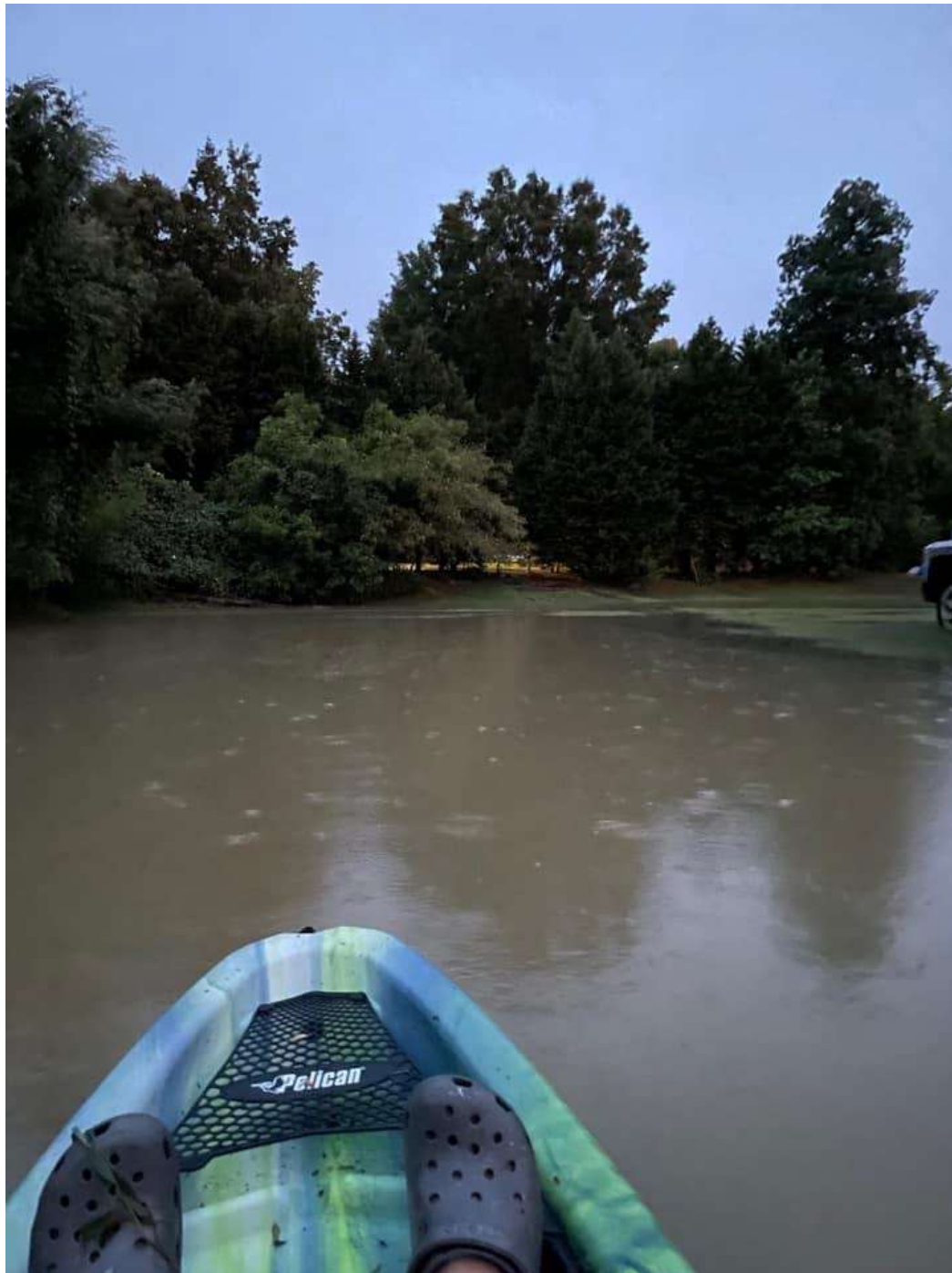
Kathleen Rivest, Ph.D., D.D.

1606 Briar Lake Circle, Winston Salem, NC.
Abbot@bellsouth.net

See photos on remaining pages.



These three photos were taken early July, 2022. They represent flood waters from an evening's rain storm just feet away from the proposed Somerset Heights exit onto Lockwood Dr. Little Creek has overflowed and the flood plain has gone beyond its predicted borders.



From: [Debra S Drake](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Fwd: opposition to zoning change W3529
Date: Sunday, August 07, 2022 8:48:22 PM

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Begin forwarded message:

From: Debra Jones Boknevitiz Drake <djsuzieq2001@gmail.com>
Subject: opposition to zoning change W3529
Date: July 9, 2022 at 3:05:15 PM EDT
To: mayorsoffice@cityofws.org

We live at 1748 Huntington Woods Court Winston Salem NC 27103 and are writing to ask you to oppose the upcoming proposed zoning change W3529 "somerset Heights" when it comes before the Council for review on August 2, 2022.

We are opposed to this change because the proposed housing to be built is not conducive to the neighborhood we bought into 6 years ago. This neighborhood is quiet and has very low crime and is a nice place to walk my grandkids....if this proposal goes thru and this new neighborhood is built we will no longer be able to take our walks or feel safe as the number of cars driving thru the area will increase to the point we will not feel safe.

Please do not approve this proposal.

Thank you

Anthony and Debra Drake

Dear Council Member:

My name is Peggy Danner and I reside in the Huntington Woods development.

I oppose the rezoning of W-3529 (Somerset Heights) for the following reasons:

- 1) I understand that we need more housing. However, we need housing that is compatible with surrounding communities and does not have a negative impact on the existing neighborhoods. Somerset Heights does not comply with the Comprehensive Plan.
- 2) I drove through a few True Home developments and even spoke with some current homeowners. Homeowners I spoke with, stated they were not happy with True Homes' quality or their 1 year guarantee to address and correct problems. The Bridgeton Place development appears to be the closest example to the proposed Somerset Heights. Those homes are 1,400 to 1,800+ square feet on 50' + wide lots. Somerset Heights plan to build on 40' wide lots.
- 3) Our Councilman unequivocally states "this is exactly what the current housing market is asking for". If this is true then why are Shugart Homes' new developments, Everidge (off Griffith Rd) and Cliffdale Woods (off Country Club Rd) selling so quickly. These types of development would be more contributory to our existing neighborhoods. There are already numerous developments being built using the True Homes model. We have also learned that another builder requested a site plan within the RS-9 zoning for a maximum of 170 units. This builder felt that 170 units was the maximum density that the current infrastructure and issues with flood plains and wetlands could support. Our Councilman also stated that "by 2030 the majority of households will consist of a single person". So should the number of new high density developments, using the True Homes model be reduced?

- 4) The plan is to create an entrance and exit directly onto Somerset Road and another onto Lockwood Dr. Lockwood Drive is narrow, has no curbs or sidewalks and was never intended to handle the planning staff's estimated additional 800+ trips per day. The connecting neighborhoods of Huntington Woods and Caraway have these same issues. Huntington Woods already has 113 homes with only one primary egress/ingress onto Jonestown Rd. These entrance and exit roads are already difficult to safely navigate and there are frequent accidents. It is difficult to see approaching traffic on Jonestown Rd. due to curves and topography. Apparently the City agrees, because they recently posted signage to warn of upcoming curves. The proposed entrance onto Somerset Road is in a very sharp curve. The proposed Somerset Heights entrance onto Lockwood Drive will be dumping per DOT 800 to 1000 additional cars into an established neighborhood in order to gain access to Jonestown Road. In essence Lockwood Dr. would become another London Lane.
- 5) There is substantial acreage waiting to be developed to the east of Huntington Woods, as well as south of Jonestown Road. Of course at this time, planning cannot address the impact this will have on Jonestown Road.

I know both the Planning Board and Council always promote development. I believe some attention should also be given to the impact development has on the character of surrounding areas. I do not have an issue with Hubbard Realty developing his property, but feel this is not the right type of development. The proposed density is completely out of line with surrounding neighborhoods. Since we have learned another builder submitted a plan for 170 single family homes and Mr. Hubbard chose instead this higher density plan, it is apparent we are all being asked to endure the consequences, for Mr. Hubbard to maximize profit.

There will be serious issues with water runoff once the parcel is cleared for building. We already experience flooding of yards and roads on Briar Lake, Lockwood and Little Creek. Who will take responsibility for these issues after

Somerset Heights is built? Apparently, a storm water/environmental study has been done, however, is not being released.

Respectfully,

Peggy Danner

1805 Hunters Forest Drive

Winston Salem, NC 27103

(336) 659-7885

From: [David Barnes](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Rezoning W-3529
Date: Monday, August 08, 2022 3:16:54 PM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

We live at 1825 Hunters Forest Drive, Winston-Salem, in the Huntington Woods Subdivision and are writing to ask you to oppose the upcoming proposed zoning change W3529 "Somerset Heights" when it comes before the Council for review on September 6, 2022.

The development proposed by the Petitioner does not comply with the Comprehensive Plan and all the surrounding neighborhoods are now all RS-9. They propose to change it to RM5-S.

We have enjoyed living in our home and in this neighborhood for 27 years. We love the diversity of the homes' structures and the spaciousness of the lots. We have half of an acre and our three-story home has over 3000 square feet. The proposed development which would adjoin Huntington Woods would be completely out of character in blending with these established homes.

As we are retired, we have the opportunity and pleasure of walking almost daily for three miles in our neighborhood. Our path includes walking on Lockwood Drive. This street and the connecting streets in Huntington Woods are not wide and have no sidewalks. However, the streets only get light car traffic and therefore we feel safe walking, having only occasionally to step off into the grass to safely let a car pass by. Research has shown that the car traffic will potentially increase to 800 cars a day on Lockwood if Somerset Heights is rezoned and developed as planned. We fear that it will no longer be safe for us to walk in this area that we enjoy so much.

On our walks and in driving on Jonestown road, we see the potential danger now of cars on Lockwood trying to turn onto Jonestown. Again, this is with very light traffic coming from our neighborhood. The astronomical increase in cars attempting to do this daily at this intersection will become a traffic backup nightmare and much more dangerous.

We ask that you take the time before the meeting on September 6 to drive through our neighborhood and see for yourself its personality, physical characteristics and street conditions. You will see that many of us have substantial front and back yards which the

lots in the new development would not have.

As Winston-Salem strives to develop new housing opportunities it cannot forget to preserve the value and character of its established communities.

VOTE AGAINST REZONING!

Thank you and we will see you at the September 6 meeting.

David and Mary Helen Barnes

Questions about development

Neighbors worry housing plan could change character of area near Jonestown Road



SCOTT SEXTON
ssexton@
wsjournal.com

As anyone with a lifelong financial and emotional investment in their home would, Sam Villegas and Joe Anderson took a keen interest when red and white rezoning notice signs sprouted near Jonestown Road in the midst of their quiet, well-established neighborhood.

Immediate concerns about property value aside — those are primary in every rezoning case — Villegas and Anderson quickly drew up a list of additional questions after reviewing a proposal for Somerset Heights, a development with 115 single-family houses and another 101 townhomes on a 212-acre tract near Little Creek.

It doesn't seem a lot, not by that math. But when the land in the floodplain is taken out of the development equation, and



A sign marks the area near Little Creek in Winston-Salem where Hubbard Realty has proposed building homes and townhomes. The area includes Lockwood Drive and Somerset Drive.

a cluster of townhomes is factored in, residents worry about permanently altering the character of a neighborhood built in the 60s with plenty of room between homes.

The floodplain lying behind a small lake attracted attention, of course. So, too, did concerns about traffic and safety as the amount of traffic rolling through would increase exponentially.

But there was something else, an angle aspect typically not addressed by architects and engineers, that stood out: the growing affordable housing crisis in America.

"This is a bigger thing than a couple of guys opposing a proj-

ect in their neighborhood," Anderson said. "It's about profit and greed, as well as safety and sense of community.

"What are the real interests here?"

Talking points

The plan, drawn up by Stimmel Associates for developer True Homes USA and property owner Hubbard Realty, would have "affordable" 2,700 square-foot single-family houses and 1,200-square-foot townhomes.

"I'm not sure what to believe," Villegas said. "To me, affordable would be \$150,000 to \$225,000."

Either way, in May the pro-

posal cleared its first hurdle with a 7-2 vote by the City County Planning Board to change the zoning designation from single-family (RS-9) to a more liberal designation (RM-5) allowing for such dwellings as townhomes and duplexes.

The next step, a hearing and an up-or-down vote by the Winston-Salem City Council, is scheduled for early August.

As these things do, the plan has attracted vocal opposition.

Neighbors collected signatures on petitions, put together a smart PowerPoint presentation and circulated it among council members and likely allies in neighborhood groups.

Along the way they followed the playbook for building opposition by looking at environmental impacts, safety and collateral damage to an existing neighborhood.

A soupy wetland tucked behind a small lake renders a fair bit of the land unusable — a point duly noted by Villegas and Anderson. "We know

Please see **SEXTON**, Page A4



WATCH: To hear from a neighbor who opposes a new development planned in the Jonestown Road area near Little Creek, point your smartphone at the code, then tap the link. **NEWSVU**

Sexton

From A1

flooding isn't going to get any better over the next 20 years," Villegas said.

Safety, too, gets its due in their documentation. Anderson, a trial lawyer who has litigated the effects of plane crashes, pulled several years' data from police wreck reports near entry points to the proposed development.

Lockwood Drive, off Jonestown, could see more crashes at that intersection, he said.

Another entry on Somerset Drive, he said, has had more than 80 wrecks since 2019 with one fatality in February 2021. The entire development would add, planners estimate, 1,931 additional daily trips to and

from the area.

"We become collateral damage," Anderson said. "Some of the neighbors call it 'Dead Man's Curve' there."

The argument in favor of approving the request follows a well-known roadmap as well: a need for more housing, while expanding the tax base and creating construction jobs, makes it palatable.

Novel closing argument

It's a familiar story, a delicate balancing act as old as municipal incorporation, the introduction of zoning laws and land-use guidelines.

"All we're asking for is something in keeping with the surrounding neighborhood," An-

derson said. "You have a right to build on your land. People have property rights in this country and we respect that. We don't own the land; we're not saying don't build at all."

A novel closing argument, at least for Winston-Salem, might be neighbors' last, best chance at fighting the proposal.

It's no secret that corporations and institutional investors for years have been buying up houses and converting them to rental properties with a nearly guaranteed return on investment in the form of monthly rent payments.

(If you've never heard of the Pandora Papers, a vast collection of financial records obtained by international journalists and shared with major U.S. publications, it's worth a Google search.)

The key component here is that institutional investors have bought tens of thousands of houses and then rent back to families caught in a housing crunch.

That's not to say the same thing will happen with this development or others like it.

"We don't have a history of selling to rental companies," said Jeff Gurnier of True Homes USA. "Our purpose is to build homes. I've been with the company for eight years. (True Homes) has been here for 10. We've never sold a project to a rental-investment group in the Triad ever."

But there is no doubt that investment groups have been buying houses at an increasing rate. According to Redfin, investors accounted for 18 percent of home sales in the third quarter of 2021.

And that's why Anderson is raising the issue in opposing the rezoning.

"To get a start in life, it used to be that you'd buy a house and build equity. The American dream," he said. "What happens is, developers sell the homes to private equity firms, who rent them to people and get them into a serfdom-type situation with high rent that doesn't allow for saving for down payments."

"That's not consistent with the American dream of affordable housing being sold by local leadership in a broader context."

That's a novel and interesting argument; it remains to be seen whether it's being heard by the City Council.

336-727-7481
@scottsextonwsj

From: [David Barnes](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Rezoning W-3529
Date: Monday, August 08, 2022 3:16:54 PM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

We live at 1825 Hunters Forest Drive, Winston-Salem, in the Huntington Woods Subdivision and are writing to ask you to oppose the upcoming proposed zoning change W3529 "Somerset Heights" when it comes before the Council for review on September 6, 2022.

The development proposed by the Petitioner does not comply with the Comprehensive Plan and all the surrounding neighborhoods are now all RS-9. They propose to change it to RM5-S.

We have enjoyed living in our home and in this neighborhood for 27 years. We love the diversity of the homes' structures and the spaciousness of the lots. We have half of an acre and our three-story home has over 3000 square feet. The proposed development which would adjoin Huntington Woods would be completely out of character in blending with these established homes.

As we are retired, we have the opportunity and pleasure of walking almost daily for three miles in our neighborhood. Our path includes walking on Lockwood Drive. This street and the connecting streets in Huntington Woods are not wide and have no sidewalks. However, the streets only get light car traffic and therefore we feel safe walking, having only occasionally to step off into the grass to safely let a car pass by. Research has shown that the car traffic will potentially increase to 800 cars a day on Lockwood if Somerset Heights is rezoned and developed as planned. We fear that it will no longer be safe for us to walk in this area that we enjoy so much.

On our walks and in driving on Jonestown road, we see the potential danger now of cars on Lockwood trying to turn onto Jonestown. Again, this is with very light traffic coming from our neighborhood. The astronomical increase in cars attempting to do this daily at this intersection will become a traffic backup nightmare and much more dangerous.

We ask that you take the time before the meeting on September 6 to drive through our neighborhood and see for yourself its personality, physical characteristics and street conditions. You will see that many of us have substantial front and back yards which the

lots in the new development would not have.

As Winston-Salem strives to develop new housing opportunities it cannot forget to preserve the value and character of its established communities.

VOTE AGAINST REZONING!

Thank you and we will see you at the September 6 meeting.

David and Mary Helen Barnes

From: [Marty Murphy](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning off Somerset
Date: Saturday, August 13, 2022 11:42:55 AM

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I realize that land eventually gets developed. I just believe that appropriate infrastructure needs to be in place to accommodate anticipated growth. Somerset road is already inadequate for the volume. Also the curves are too acute and there is no shoulder or sidewalk. It is an unsafe road about to get worse. The city and developer should pony up to fix this road before further development that will exacerbate this problem. Dr Martin Murphy

From: [Sandra R. Keeney](#)
To: [Wanda Rabb](#)
Subject: RE: [EXTERNAL] Rezoning Public Hearing on September 18
Date: Tuesday, August 23, 2022 9:34:00 AM

Good morning,

The Public Hearing is on September 6, 2022 at 7:00 p.m. at 101 N. Main Street Council Chambers. I will place this comment in the file.

Thanks.

Sandra Keeney, CMC, NCCMC
City Clerk
(336) 747-7394

-----Original Message-----

From: Wanda Rabb <wrabb@triad.rr.com>
Sent: Monday, August 22, 2022 4:47 PM
To: Sandra R. Keeney <SANDRARK@cityofws.org>
Subject: [EXTERNAL] Rezoning Public Hearing on September 18

*** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.

We are unable to attend the public hearing on September 18 regarding the rezoning of property in the vicinity of Somerset, Lockwood and Jonestown Road.

We would like to vote NO on this matter. This area is already too congested and cannot accommodate the addition of 200+ homes. Traffic will be horrendous.

PLEASE....hear the concerns of so many residents in this area.

Respectfully,

Wanda C. Rabb
Arthur Glenn Rabb
1451 Stonecroft Ct
Winston-Salem, NC 27103

Sandra R. Keeney

From: Les Gura <lgura29@gmail.com>
Sent: Sunday, August 21, 2022 11:22 AM
To: Sandra R. Keeney
Subject: [EXTERNAL] Opposition to Ref 3529
Attachments: Email to City Council Ref 3529.docx

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Attached please find a letter to the Winston-Salem City Council regarding the rezoning request, Ref 3529.

Thank you.

Les Gura
336-403-8114

Aug. 21, 2022

In opposition to Ref 3529

To Honorable Winston-Salem City Council Members:

I'm writing to you in opposition to the rezoning request known as Ref 3529 that involves a large housing development proposed in the Somerset Drive area.

As the president of the Season's Chase Homeowners Association and a homeowner here for 16 years, I can testify to how dangerous Somerset Drive already is, particularly the section about half a mile from Stratford Road, where Somerset take two consecutive sharp, blind curves. I hope I don't have to remind you that there was a fatal accident right by the site of the proposed development just a year ago. There are no sidewalks and almost no space between the road and property on either side of Somerset nearly to the fire station, which is about 75% of the length of Somerset Drive.

This is not a case of "NIMBY," or not in my backyard. Rather, it is a case of developers trying to squeeze as much money out of a wetlands-limited property as possible.

To my knowledge, there hasn't been a single neighbor I've spoken with who would object to the construction of the number of homes on the property provided by current zoning. But the developers are making the case they should be allowed to squeeze in many more homes by allowing multiple-family construction in an attractive way.

The problem is the project is located in an area—and leading to a city street—that simply will not be able to safely handle the volume of traffic that would be created. This proposal has been nearly unanimously opposed by residents in Season's Chase and as anyone can see by the opposition signs blanketing the area, our small development's opposition mirrors that of homeowners throughout the larger neighborhood.

I beg you to consider the safety issue. There is absolutely no question that people will be seriously injured along this road if the rezoning is approved; accidents will happen because there are no major changes being required or planned to Somerset Drive, the principal entrance to the proposed development.

The residents of Season's Chase are counting on you, City Council members, to do the right thing and reject the zone change.

Sincerely,

Les Gura
President, Season's Chase Homeowners Association
1175 Hudgins Hill Court, Winston-Salem

From: [laura spangler](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Oppose rezoning, REF 3529
Date: Wednesday, August 24, 2022 11:10:45 AM

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Hello,

I am writing to oppose rezoning of the Somerset area for safety and excessive traffic concerns.

Laura M. Spangler,
Servant of Jesus Christ
Lloyd Presbyterian Church
Cell) 336 784 1293

Sandra R. Keeney

From: ken Olson <sharonolson2509@gmail.com>
Sent: Thursday, August 25, 2022 1:51 PM
To: Sandra R. Keeney
Subject: [EXTERNAL] Zoning Request #3529 Please vote NO! (Puts People in harms way)
Attachments: Zoning Ref# 3529 Stimmel letter05112022.pdf

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Dear Sandra,

We appreciate you taking the time to read this letter sharing our concerns about Rezoning Request #3529 we feel has serious risks. The proposal to develop a higher density neighborhood adjoining a flood plain would put people at risk. Please vote NO! Our family has lived in Huntington Woods for many years, and we're very concerned about multiple safety aspects of this proposal. Flooding and traffic accidents are serious concerns, as well as the impact on sewage treatment and the environment, and we have yet to see results of any studies regarding the impacts or safety of these conditions. Please vote NO! Maintain Single Family zoning as it is.

1. The proposed development includes a Floodplain, which in recent memory during heavy rains, becomes a torrential raging river! We live in Huntington Woods, and have witnessed this on numerous occasions through the years, and believe higher density there would be unsafe. Has research been done regarding how storm water runoff from the proposed development would impact the Floodplain and nearby neighborhoods?
2. Somerset Dr is already a dangerous road with limited visibility, steep curves, hills, where numerous accidents have occurred already. Increasing traffic will only make driving there more dangerous.
3. The Sewage Treatment Plant will be impacted. Currently, spending time outside or even leaving windows open is unbearable numerous days of the year, due to the stench. What is the impact of adding hundreds more sewer connections to an already stinky situation?
4. The letter we received from Stimmel regarding the proposed development (see attachment) used the total 88 acre property acreage in their density calculations, yet a significant portion is an unbuildable Floodplain. If roughly 40 acres of the 88-acre plot are already zoned as a Floodplain, it doesn't seem that that density calculation accurately reflects what we're facing.

5. Huntington Woods has numerous ponds and a variety of wildlife here that we enjoy. Has an Environmental Impact Assessment been done to determine the potential harm that higher density development could be done here?
6. Lockwood Dr., the other proposed entrance, is not designed for that amount of traffic, which would put pedestrians, children, and pets in danger, especially with no sidewalks! Hundreds more vehicles would put an extreme amount of traffic through a residential street not designed or built for it, more wear and tear than it could withstand, and render it unsafe to use for those of us who already live here.

Thank you for your time in reading this letter, and we have signed a petition with many, many others, asking you to Vote NO on rezoning request #3529. Please keep the zoning Single Family, and protect families from flooding and traffic accidents!

Kind regards,
Sharon Olson, Dillon Olson, Trevor Olson, and Connie Luke



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
LAND PLANNING

601 N Trade Street, Suite 200
Winston-Salem, NC 27101
www.stimmelpa.com 336.723.1067

March 31, 2022

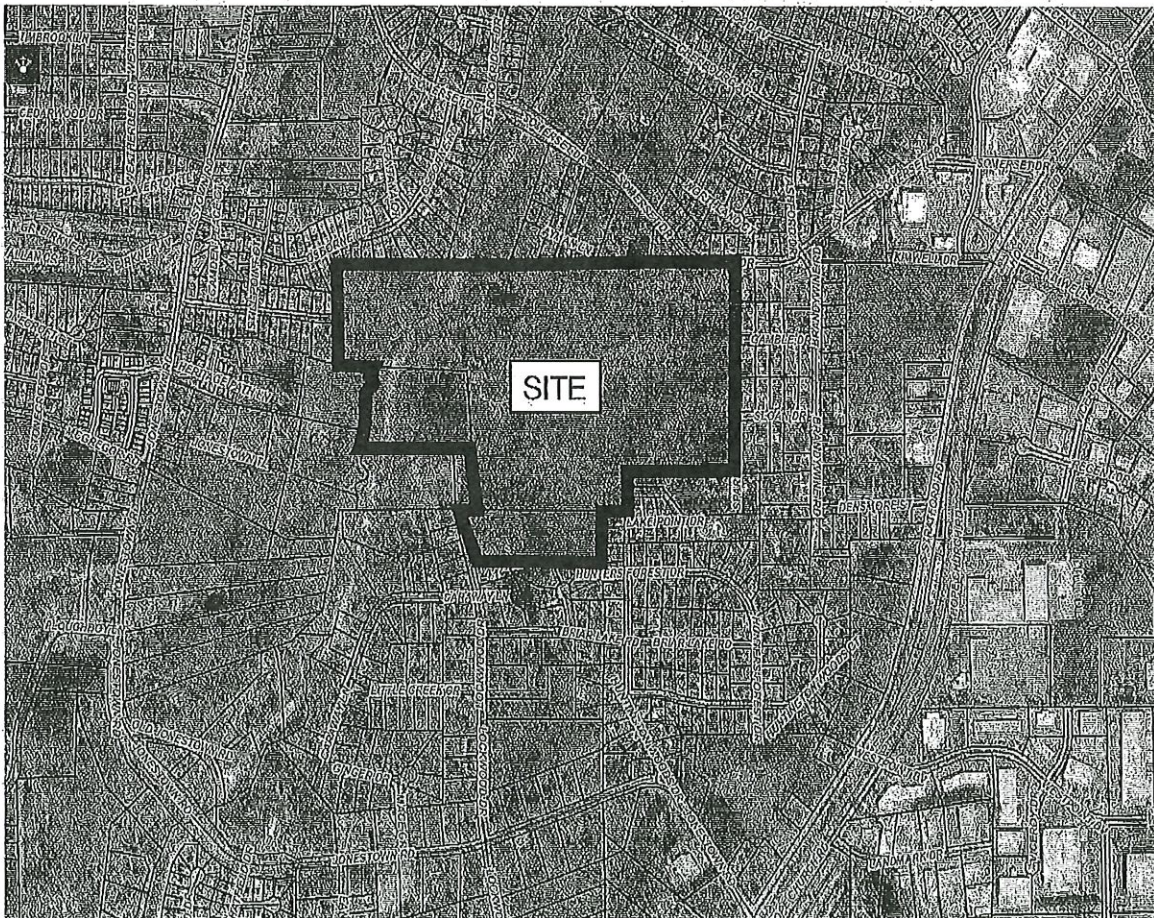
Neighborhood Outreach Letter

Regarding:

A proposed True Homes residential project which contains approximately 223 Single Family Lots and Townhome Units. The proposed project is located on approximately 88 acres and bound by Somerset Dr, Sparkling Place, Lockwood Drive, and Still Point Drive. To accommodate the proposed single-family lots and townhomes, the site will need to be rezoned from Residential Single Family zoning (RS9) to a multifamily zoning (RM5). RM5 allows for a density up to five units per acre. The proposed plan has a density of approximately 2.5 units per acre. Please refer to attached preliminary site plan. The zoning request requires review by the Planning Board and approval by the City Council.

An online community meeting is planned to be held on Wednesday, April 13 at 5:30 pm to 6:30 pm. If you wish to attend this meeting, please send an email to outreach@stimmelpa.com with "Somerset Neighborhood Outreach" as the Subject Line by Tuesday, April 12 at 1 pm. to receive an invite and login instructions.

If you are unable to attend and would like further information or to ask any questions regarding this project please contact Luke Dickey or Stephen Owen with Stimmel Associates. Either can be contacted by phone at (336) 723-1067.



Sandra R. Keeney

From: Aramati Ishaya <aramati1@yahoo.com>
Sent: Thursday, August 25, 2022 4:48 PM
To: Sandra R. Keeney
Cc: Aramati Ishaya
Subject: [EXTERNAL] additional petition page 7 signatures for W3529
Attachments: seasons chase page 7 (1).pdf

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To: City Clerk
Cc: Mayor, Pro-Tem, City Council Members,

Ms. Keeney,

Kindly file the attached PDF document to the file in opposition to the rezoning petition for W3529 Somerset Heights. The Season Chase neighborhood has signed the additional petition for vote no to Rezoning. This will be the 7th page to attach. Thank you so much.

Best Regards,
Aramati Ishaya
Seasons Chase Vice President HOA
1263 Cedarline Lane
Winston-Salem, NC 27103

The undersigned residents of the area affected and or directly connected to the proposed Somerset Heights Development (W3529) object to this zoning and development request.

We ask the Winston Salem City Council to deny this zoning request. Our objection is based on many objective reasons including the safety of the residents of the adjacent communities with additional traffic, inevitable increase in crime and the lack of supporting infrastructure. The development as planned, fails to take into account the impact on adjacent residents resulting from infrastructure inadequacies.

33) Print Name Ricky Corn Street: 1155 Hudgins Hill CT
 Signature: [Signature] Winston-Salem, NC 27103 Phone: (336) 682-3960
 Phone: _____ EMAIL: rcorn@harcoprinting.com

34) Print Name Laura Corn Street: 1155 Hudgins Hill Ct.
 Signature: [Signature] Winston-Salem, NC 27103 Phone: (336) 391-5442
 Phone: _____ EMAIL: _____

35) Print Name PAUL L. McCRAW Street: 1025 Seasons Chase
 Signature: Paul L McCraw Winston-Salem, NC 27103 Phone: () _____
 Phone: 336-768-2308 EMAIL: paulmccraw@yahoo.com

36) Print Name JOHN BENSON Street: 1255 HUDGINS HILL CT
 Signature: John Benson Winston-Salem, NC 27103 Phone: () _____
 Phone: 336-829-5314 EMAIL: LSB-JSR@gmail.com

37) Print Name Dawn Benson Street: _____
 Signature: Dawn Benson Winston-Salem, NC 27103 Phone: () _____
 Phone: 336-829-5314 EMAIL: _____

38) Print Name RON SHORT Street: 1245 HUDGINS HILL CT
 Signature: [Signature] Winston-Salem, NC 27103 Phone: () 127
 Phone: 336 782 2435 EMAIL: _____

39) Print Name _____ Street: _____
 Signature: _____ Winston-Salem, NC 27103 Phone: () _____
 Phone: _____ EMAIL: _____

From: [Alejandra Martinelli](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] OPPOSE REZONING (REF 3529)
Date: Saturday, August 27, 2022 3:10:42 PM

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Dear Council,

My name is Alejandra Martinelli, owner of the property located at 150 Gamble Dr. Winston-Salem, NC. 27103

I am writing to express my strong opposition to the proposed rezoning DOCKET W-3529, property located on the Southside of Somerset Drive, West of Sparkling Place, East side of Lockwood Drive, and North of Caraway Lane.

I am completely opposed to the proposed project which contains single family lots and townhome units.

The construction will destroy the beautiful forest, the local wildlife habitat, and will cause traffic and safety problems and potentially lower the property values of the existing community.

Wildlife has been observed in the area, and any development will destroy their habitat.

Any planned development of the property should consider the continuing impact to local wildlife habitat. There are several endangered species, which should be investigated by the appropriate agency prior to approving development. Property values are likely to go down in the area if multi-family apartments or condominiums are built.

I bought my house for the peace and tranquility that the place offers and for the beauty of the landscape.

My property would be directly negatively affected with this project.

From recent meetings and discussions with my neighbors, I know my opinions are shared by many who have not managed to attend meetings or write letters and

emails.

I urge you PLEASE to disapprove of the proposed rezoning.

Thank you for your continued service and support of our communities.

Best regards,

Alejandra Martinelli

From: [nvinesett](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning
Date: Wednesday, August 31, 2022 12:03:29 AM

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I am very opposed to the rezoning of the areas near Somerset, near Jonestown Road. Please make sure my voice is heard at the September 6 meeting! Thanks, Nancy Vinesett

[Sent from the all new AOL app for iOS](#)

From: [Jim Sullivan](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Somerset Heights, especially the New Exiting Plan
Date: Tuesday, September 06, 2022 9:37:10 AM

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Ladies/Gentlemen,

Eight years ago, my family and I moved to Winston Salem and built a new house on Brandywine Road. We used much of our life's savings to build in a neighborhood that was very peaceful and without much traffic. Living at 2594 Brandywine Rd. has been exactly that, and we have really appreciated the city and all the opportunities and amenities offered by the city while living here!

I have been following the Somerset Heights project from its inception, and have been concerned with its impact on our real estate property as it has developed. This issue, along with other issues, has been addressed by several people in the surrounding neighborhoods with little if any attempted adjustments in the large number of housing units in the development and the size of the individual lots. Very recently an even bigger issue for the residents in the Brandywine area has occurred; that being the New Exiting Plan for the development.

Everyone in the Brandywine Rd. area is vehemently. opposed to both exits being located on just one end of the development. As we have watched the folks living in the Lockwood Dr. area express their opposition to an exit being placed there, we were not aware that any consideration was being given to creating an exit via Gamble St. which leads onto Brandywine. As a matter of great concern, none of the residents on Brandywine, Gamble, Sloan, or Densmore streets were notified by the city that such a proposal was even being considered. We learned of this late last week through a couple of sources; one being a friend who lives in the neighboring Ashford subdivision who had received notification from the city of such a plan. We are completely in the dark as to why we were not notified especially since this change is majorly impactful on these streets, especially Gamble.

Among the major concerns that we have about this proposed New Exiting Plan, are the following:

1. The amount of increased traffic on Brandywine and Densmore will be astronomical because of the plan directing all traffic easterward out of the development.
2. The traffic will create numerous safety issues for everyone living on the four streets especially since we have several young families with children living in the neighborhood. It will also limit the use of at least two of the streets that now serve as walking, biking, and jogging areas for many of the residents including the indigent residents living in the Group Home on Brandywine.
3. A large percentage of the traffic exiting the Somerset exit will choose to take the shortcut through Brandywine instead of going through the already congested area at the intersection of Somerset and Stratford Rd. We already have seen considerable increase in this "cut through traffic" over the last few years.
4. As the development project comes to fruition, we will definitely experience traffic jams at

the end of Somerset E. and Densmore E.

5. We feel like our community is being "thrown under the bus" as the Lockwood Dr. area was completely taken off the table with the New Exiting Plan. What logic is being used to move two very-close proximity exits to one end of the development and thereby providing an efficient/feasible plan for moving traffic out of the development? It seems very clear to us that this plan is completely illogical since it creates hazardous conditions on and off the streets involved because of the massive amount of traffic.

6. The New Exiting Plan shows a great insensitivity on the part of the city planners for people living on the four streets being directly affected.

7. We understand the effort to keep Somerset as safe as possible for traffic, but don't use this need for a "right turn only" exit on this street to justify in some way the installation of another exit near that exit. As a matter of fact, just the opposite should be true: the other exit should direct traffic onto other streets to prevent severe traffic jams in the Brandywine/Stratford area.

We are asking that the New Exiting Plan be scrapped immediately and a more feasible plan be developed. If it is not going to be scrapped immediately, the residents living on the streets listed request extended time to address this issue before the City Council considers the entire proposal again. We understand from the communication shared by the city with the Ashford development (and maybe others), that "the public hearing has been continued until the City Council meeting on Monday, October 3" . Since we were not included in this mailing/communication, we are having considerable trouble understanding the hearing schedules now being executed. Again, we definitely need more time beyond Oct. 3 to address the issue if the New Exiting Plan is not scrapped immediately. Many of our residents will be attending the public hearing scheduled for tonight's meeting since we WERE notified by the city of THIS hearing.

We sincerely hope that the Council will take very seriously our oppositional concerns expressed in this writing!

Kindest Regards,

Jim Sullivan (2594

Brandywine Rd.; Cell: 276-685-4222)

From: lwashing@triad.rr.com
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Somerset Hights
Date: Saturday, September 03, 2022 8:10:29 PM

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Good Day,

I am writing to express my concerns for the Somerset Heights Subdivision off of Somerset Road. The major concern is the increase of traffic that would be added to Somerset Rd. It has become increasingly difficult to make left hand turns onto Somerset, the size of this new subdivision is only going to increase the difficulty in making left hand turns and increase traffic accidents. The proposed main entrance sits on a curve, just after a hill. Several accidents have occurred at this area already. I do not see how a 4-lane road at this point would help. While I understand there is discussion of a right turn only out of the new subdivision onto Somerset, that does not address the inability to see cars coming up the hill at a high speed. Both exits currently planned for the subdivision, will still increase traffic on Somerset Road. The secondary exit will be putting traffic onto Somerset or moving traffic to Stratford via Densmore, which is also a narrow 2 lane road with no curbs.

I understand the need for affordable housing, we also need to consider the environmental impact with the flood plain in the area. Traffic concerns have also not been addressed. The size of this development cannot be supported by the two planned exits.

Please consider these concerns as we discuss and exam the Somerset Heights Subdivision.

With appreciation.
Barbara Washing

Please take traffic, location

From: [Julie Starnes](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Somerset Heights New Exiting Plan
Date: Tuesday, September 06, 2022 12:18:44 PM

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Ladies/Gentlemen,

I moved to Winston Salem from Advance NC, and before that Austin TX, about 12 years ago. I selected this area on Brandywine Road (2595, lot on the corner of Brandywine & Densmore) because it was a quiet neighborhood yet close to shopping and community services (than my property in Advance, NC). I even tolerate the ever changing business of Pulp Gravel behind my house from noisy gravel dumping to now fertilizer (manure) which doesn't smell that great. But the quietness of the neighborhood makes it worth it. A big part of the peace is traffic pattern.

When they opened up Densmore right next to my lot, I had to deal with racing and squealing school bus routes. This Somerset Heights project has been a concern since it was announced, as additional traffic and construction will once again disrupt the neighborhood. This one I do not believe can be alleviated with simply "seeing what happens" or "relying on the city to do the right thing" for those of us living here already. So this newest "exit plan" for the Somerset Heights project is just simply not acceptable to those of us living here in peace for so long. IT directly degrades our ability to continue to live in our neighborhood.

Everyone in the Brandywine Rd. area is directly opposed to both exits being located on just one end of the development. As we have watched the folks living in the Lockwood Dr. area express their opposition to an exit being placed there, we were not aware that any consideration was being given to creating an exit via Gamble St. which leads onto Brandywine. As a matter of great concern, none of the residents on Brandywine, Gamble, Sloan, or Densmore streets were notified by the city that such a proposal was even being considered. We learned of this late last week through a couple of sources; one being a friend who lives in the neighboring Ashford subdivision who had received notification from the city of such a plan. We are completely in the dark as to why we were not notified especially since this change is majorly impactive on these streets, especially Gamble.

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2. The traffic will create numerous safety issues for everyone living on the four streets especially since we have several young families with children living in the neighborhood. It will also limit the use of at least two of the streets that now serve as walking, biking, and jogging areas for many of the residents including the special needs residents living in the Group Home on Brandywine.
3. A large percentage of the traffic exiting the Somerset exit will choose to take the shortcut

through Brandywine instead of going through the already congested area at the intersection of Somerset and Stratford Rd. We already have seen considerable increase in this "cut through traffic" over the last few years.

4. As the development project comes to fruition, we will definitely experience traffic jams at the end of Somerset E. and Densmore E. THIS intersection is already creating a challenge at this end of the neighborhood which lacks sidewalks and speed bumps to handle the current traffic.

5. We feel like our community is being "thrown under the bus" as the Lockwood Dr. area was completely taken off the table with the New Exiting Plan. What logic is being used to move two very-close proximity exits to one end of the development and thereby providing an efficient/feasible plan for moving traffic out of the development? It seems very clear to us that this plan is completely illogical since it creates hazardous conditions on and off the streets involved because of the massive amount of traffic.

6. The New Exiting Plan shows a great insensitivity on the part of the city planners for people living on the four streets being directly affected.

7. We understand the effort to keep Somerset as safe as possible for traffic, but don't use this need for a "right turn only" exit on this street to justify in some way the installation of another exit near that exit. As a matter of fact, just the opposite should be true: the other exit should direct traffic onto other streets to prevent severe traffic jams in the Brandywine/Stratford area.

We are asking that the New Exiting Plan be scrapped immediately and a more feasible plan be developed. If it is not going to be scrapped immediately, the residents living on the streets listed request extended time to address this issue before the City Council considers the entire proposal again. We understand from the communication shared by the city with the Ashford development (and maybe others), that "the public hearing has been continued until the City Council meeting on Monday, October 3" . Since we were not included in this mailing/communication, we are having considerable trouble understanding the hearing schedules now being executed. Again, we definitely need more time beyond Oct. 3 to address the issue if the New Exiting Plan is not scrapped immediately. Many of our residents will be attending the public hearing scheduled for tonight's meeting since we WERE notified by the city of THIS hearing.

We sincerely hope that the Council will take very seriously our oppositional concerns expressed in this writing!

Sincerely,
Julie Starnes
Jstarnes65@gmail.com
(336) 577-6846

From: [Lisa Yewdall](#)
To: [Sandra R. Keeney](#); [Mayors Office](#)
Cc: [Kevin Mundy](#)
Subject: [EXTERNAL] more notes for case #3529
Date: Tuesday, September 06, 2022 1:35:29 PM
Attachments: [7.29.2022 zoning opposition letter to COWS.docx](#)

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9/6/2022

I am writing to once again voice concerns regarding the zoning issues related to Somerset Drive. As I read over the plans again, I notice the lack of concern about the roads around Somerset not being altered for additional traffic. As I stated before, the traffic studies done for the Legacy Plan were completed in 2017 - 7 years ago. So much has changed in the area as well as technologically since then that has not even been acknowledged in any of the thoughts about the property in discussion.

During the last week of August, WXII and NBC had completed a study of real estate property for sale in Winston-Salem. The total available properties at that time were 233. Obviously, there is a need for additional housing, but the Legacy Plan doesn't take into account AFFORDABLE housing. Even this past week, 3 properties along Somerset have gone up for sale and 1 for rent. What are those homeowners thinking will happen without neighborhood input and considerations?

This land, as most, was originally farm and grazing land. For the past 22 years of living on my property, there have been many rainstorms where a literal river is created in my backyard. It does not disappear in 1 or 2 days; sometimes it can take more than a week and that is only when there is good weather that follows. One additional concern that is not addressed, is storm drains and what measures are going to be taken to mitigate any flooding issues. I saw a show this past weekend where gardens and run off areas were created that assisted in calming the rain problems in the Philadelphia area, specifically Montgomery and Delaware counties. Small box gardens were built at many homes by using small planters where rainwater was diverted to watering the garden. They also used rain barrels to gather rainwater for household use. That way flooding did not occur in the streets, parking lots, and homes. Small alterations and plans like that would certainly help present home and property owners from having the devastation of compromised water issues.

Another item I did not see in any of the plans, was the strides made in solar energy programs that have blossomed in the past 10 years. I see more homes using this affordable way of conserving fossil fuel and other energy sources through sunshine. Duke Energy is beginning programs on this alternative fuel and it needs to be taken into account with all other conservation possibilities when building new home areas. It also is a cost saving device that will help make homes more affordable and not have to be concerned with rolling black or brown outs.

Thirdly, there are still outstanding issues with the Department of Transportation regarding signage on Jonestown and linked roads with respect to speeding and bus stop positioning. We have been in touch with Captain Lovejoy, WSPD regarding the speeding on Jonestown Road as numerous calls to the police state they will not patrol unless drivers go 15 miles OVER the 40 mph speed limit! That's crazy! The lack of police patrol, despite the reality that the station is on Somerset Drive, is unconscionable! Also, parents are still working with the schools to move bus stops to a less dangerous position than the intersection of Sara Lane and Jonestown Road. We need signage, a pedestrian crosswalk, and the like as more people walk their dogs, exercise, bike, and generally use Jonestown Road - which is still without sidewalks. This, I'm concerned, will also happen with a new development that does not take these areas and their impact on the area before any final planning is done. As costs of everything increase, more people will look to alternative modes of transportation, such as the light rail, busses, bikes, and the like. No concern for these realities is in the plans. Sadly, motorists get less patient every day on these "lesser roads" and honk and, more dangerously, drive around Trans-Aid and School busses. Sooner than later, a very bad accident will happen if these points and consideration of them are excused and not taken VERY seriously.

There are so many unanswered questions and concerns that still need to be addressed with the neighborhood. Although I cannot be there this evening to add my voice, I hope these additional points, along with my previous letter, will be noted by the Mayor and City Councilmembers, as part of the neighborhood concerns regarding the opposition of rezoning the property on Somerset without any consideration of neighborhood input.

Sincerely,
Lisa A. Yewdall
1162 Jonestown Road

/encl.

Sandra R. Keeney

From: Madonna Cheek <madonna@triad.rr.com>
Sent: Tuesday, September 06, 2022 1:47 PM
To: Sandra R. Keeney
Subject: [EXTERNAL] Our Points of Concern for W-3529
Attachments: Points of Concern for Zoning Docket W-3529.docx

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To: City County Planning Board

We would very much like for our concerns which are attached regarding this rezoning to be considered. Thank you.

Hugh and Madonna Cheek

Points of Concern for Zoning Docket W-3529
City Council Rezoning Meeting
September 6, 2022

We strongly recommend this rezoning petition be denied.

- This plan has TOO many housing units for the Somerset area to absorb.
- The townhouses in particular would create way too many people living in that development and the traffic activity would be devastating to current neighborhoods and developments.
- The area is already congested with neighborhoods of Ashford, Hillcrest (Brandywine Rd., Gamble Drive, Sloan Drive), Silverthorne, Somerset Cove, and the huge crowded neighborhood of Salem Woods plus houses located directly on Somerset Drive.
- It is especially unsettling that current plans show ALL traffic from the new development that is requesting rezoning would be routed in one direction on the north end of development. If this rezoning is done, it would only be fair to send some of that traffic in another direction such as Lockwood Drive, not turn ALL toward our small neighborhood of Brandywine, Gamble, Sloan and Densmore.
- Right turn only back onto Somerset Drive does not help traffic flow. It is ridiculous to think it would. It would instead cause cars to have to take another route out of the development or make multiple turns or drive out of their way to get to Jonestown Road.
- We have lived at 145 Sloan Drive since we built our house there in 1967. In the past few years, we have gotten more cut-through traffic in our small neighborhood due to the inability to safely get onto Stratford Road coming from Somerset Drive since the Food Lion and shopping center restaurants and other businesses were built.
- There are many pedestrians on our streets who would be placed in great danger with added traffic - walkers, joggers, children playing, group home walkers. Even though our speed limit is 25 mph, there are many who do not adhere to that limit.

Hugh and Madonna Cheek
145 Sloan Drive
Winston-Salem, NC 27103
336-765-3435

From: [Anthony Dixon](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] REF 3529
Date: Tuesday, September 06, 2022 6:29:18 PM

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Hello, I reside in the area code 27103 Stratford road and would like to oppose the idea of rezoning. Thank you. Kind regards.

From: bwallis@gekos.com
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to proposed Exit Plan for Somerset Heights
Date: Tuesday, September 06, 2022 2:44:07 PM

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Ms. Keeney,

I was surprised and subsequently disappointed to learn of the proposed changes to the Somerset Heights Housing Development exit plan.

The changes to the traffic flow make little sense. The previous proposal did offer exits at each end of the development—one to Jonestown Rd and the other to Somerset. The new proposal will push all the traffic out of one end of the development.

Having a right turn only onto Somerset will guarantee traffic congestion as people attempt to turn onto Stratford Rd. We already have issues with traffic going through the Hillcrest Community, Food Lion, and down Brandywine/Densmore to avoid this. Adding all the traffic generated by Somerset Heights will compound the issue.

Likewise, adding Gamble as a secondary exit/entrance does nothing to address this. Even if the roads are upgraded with wider lanes, the number of vehicles will cause significant traffic delays. It will hurt our quiet Brandywine neighborhood, which has been my home for many years and includes many retired individuals and the Group Home for indigent adults. The current cut-through traffic already makes the street less safe. Adding more will make it truly unsafe and will introduce hazardous conditions for drivers and pedestrians alike.

I emphatically oppose the New Exiting Plan. It should be scrapped, and a more feasible plan developed.

Sincerely,
Brett Wallis
2541 Brandywine Rd

**Gamble Drive, Densmore St, Brandywine Road Residents
Against Somerset Heights
Committee
W3529**

September 6, 2022

Mayor

Allen Joines

Council Members:

Kevin Mundy

Annette Scippio

Denise D. Adams

Barbara H. Burke

Jeff MacIntosh

John C. Larson

James Taylor, Jr.

Robert C. Clark

The residents of Gamble Drive, Brandywine Road, and the greater Somerset Drive area request that you deny the zoning change for W3529 Somerset Heights. We oppose W3529 because the proposed development will substantially and negatively impact existing residents, the development is not in character with the surrounding neighborhoods and the excessive traffic burden on Gamble Drive, Brandywine Road and Somerset Drive caused by the addition of ~2000 trips per day. Our opposition is set forth in greater detail below and incorporates by reference all of the documentation previously submitted to the planning board in opposition, including the email of opposition by the Winston-Salem Neighborhood Alliance.

I. Change to original development plan:

IMPORTANTLY, THE RESIDENTS OF GAMBLE DRIVE AND BRANDYWINE WERE NEVER INFORMED OF THE CHANGE IN THE PLAN FOR THE PROPOSED DEVELOPMENT TO ROUTE THE SECOND ENTRANCE THROUGH GAMBLE DRIVE AND BRANDYWINE ROAD, AS SHOWN ON THE DOCUMENT TITLED “2022.08.22 PROGRESS PLAN 922-060.” THE RESIDENTS OF GAMBLE DRIVE AND BRANDYWINE ROAD HAVE BEEN GIVEN NO OPPORTUNITY TO PROVIDE INPUT ON THE PROPOSED CHANGE OR HAVE THEIR QUESTIONS ANSWERED. SUCH ACTION OR INACTION, IN THIS CASE, SPEAKS VOLUMES ABOUT THE APPROACH THE DEVELOPER HAS TAKEN THROUGHOUT THIS PROCESS. AT A MINIMUM, THE RESIDENTS OF GAMBLE DRIVE AND BRANDYWINE SHOULD HAVE BEEN INFORMED OF THE PROPOSED CHANGE AND SHOULD HAVE BEEN PRESENTED WITH INFORMATION ABOUT THE POTENTIAL IMPACTS.

As previously presented to the Council, the traffic impact to Lockwood Drive was expected to be an additional 800 trips per day on a dead-end city street with approximately 18/20 homes. The same is true for Gamble Drive and Brandywine Road, except that the affected parts of Gamble

Drive ('18"6 wide) and Brandywine contain even fewer homes. Gamble Drive and Brandywine Road were never constructed to handle the traffic loads that would be generated by this new development, not even close. To make matters even worse, the developer already stated that it has no responsibility to do anything on Lockwood Drive to improve safety or quality of life of its residents, and we can be sure it will have a similar sentiment for the residents of Gamble Drive and Brandywine Road.

Additionally, what is being proposed for Gamble Drive and Brandywine Road is worse, much worse, from a development standpoint than what was being proposed for Lockwood Drive. In this instance, the proposed second entrance on Gamble Drive/Brandywine Road is ONLY 300+/- FEET FROM THE FIRST ENTRANCE, and it forces all traffic onto Somerset Drive at effectively the same point in the road creating a huge bottleneck. The effect of such a plan would compound the traffic issues on Somerset Drive which were already substantial and untenable under the previous plan (noting that there were 81 documented accidents on this road in the last few years, at existing traffic volumes).

It is incumbent of the City to protect the residents of Gamble Drive and Brandywine Road. The proposed plan would result in untenable impacts to existing residents' enjoyment of their property and quality of life and should be denied on this basis alone.

II. There is no reason to make the Zoning change:

As noted in previous communications to the Council, there is no compelling reason to change the zoning away from RS 9. The addition of multi-family townhomes and high density tightly packed single-family homes changes the character of the homes from those in the surrounding communities. The Planning Staff Report clearly states all the surrounding homes are single family homes with RS9 zoning. (Page 2 City County Planning Staff Report) This development is clearly OUT OF CHARACTER with the surrounding neighborhoods. This plan also DOES NOT MEET the SOUTHWEST SUBURBAN AREA PLAN approved and adopted in 2015.

III. Planned development is out of character with the adjacent neighborhoods

As noted previously, the high-density single-family units planned for this development are ugly and not in keeping with the character of the surrounding neighborhoods. This type of home leaves only about 5 ft for the front door on the garage heavy front of the home. The multi-family townhomes are certainly a major change in character from the surrounding single-family homes. These small homes result in all cars in either the driveway or on the street or even both. Similar developments have been the subject of news stories about absentee landlords and rental properties, leading to a degradation of upkeep and maintenance. In the greater Triangle area of North Carolina more than 22% of homes are purchased by investors and they are buying more houses than they are selling. This aggravates the inventory level and inflates the prices of available inventory. It also relegates those that would be first home buyers to the rental home market which prevents wealth creation. (<https://wraltechwire.com/2021/08/06/investors-are-scooping-up-houses-in-triangle->)

IV. Elevation issues

The parcel of land that is the subject of this petition is flood plain, wetlands and woodland. At least 40% of the parcel is not amenable to development at all as it is always or frequently under water. Briar Lake Pond immediately upstream of the parcel drains onto this land. With the frequently changing weather conditions it is likely that more and more of the parcel will become subject to flooding. In light of rapid climate changes, a serious environmental analysis should be completed before any development is undertaken.

V. Undisclosed environmental impact

The developers have apparently conducted some in-depth or preliminary environmental analysis, which they have been unwilling to disclose. It is our view that the City should demand the completion of a thorough environmental impact statement, and demand that environmental impact statement be shared with affected residents.

VI. Massive Opposition

It is clear that the residents of the surrounding neighborhoods overwhelmingly oppose this development. For the reasons stated above, we, the residents of Gamble Drive and Brandywine Road, oppose the approval of the current W3529 petition and ask you to reject the Zoning change.

Sincerely yours,

David Dinkins
111 Gamble Dr.
Winston Salem ,NC 27103

Copies to:

Neighbors
Jim Sullivan
Hugh Cheek
Christine Sheppard

From: [June Reynolds](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Opposition to Somerset Heights New Exit Plan
Date: Wednesday, September 07, 2022 4:59:48 PM

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Dear Sandra Keeney,

Please allow me to introduce myself and express a concern that my husband Jimmy and I have regarding the recent change in the exit plan for Somerset Heights.

My name is June Corriher Reynolds. I have lived on either Stratford Rd or Densmore St my entire life and I'm 66 years old. In the late 1940's my aunt and uncle bought the 2624 S. Stratford Rd property and ran a commercial business there for decades. My parents followed suit by moving to the area in the early 1950's. Myself and two of my three siblings were born while our parents lived on the Stratford property.

In the early 1960's the Brandywine Rd housing development was being built. As the development road was being graded, my father, Lester Corriher approached the landowner and worked out a deal to purchase 6 acres at the end of Brandywine Rd, which is directly behind the Stratford Rd property. We moved to the 150 Densmore St property in 1962, the summer before I started first grade. My youngest sister was born a few years later.

I'd like to mention that it was farmland back then. We raised a large garden every Summer and had cows, chickens, rabbits, quails and ponies. It was very simply a great place to grow up!! My brother Raymond and I bought out our two siblings a few years ago, so the original 6 acres is now split with Raymond and his wife at 2610 Brandywine (the front half) and Jimmy and I owning 150 & 154 Densmore St (the back half).

The Brandywine neighborhood has always been a quiet, peaceful place to raise families, take walks and chat with friends. Until the addition of Ashford Estates, we had very little traffic flow issues. While commercial development has increased tremendously around us, nothing has affected our neighborhood like the constant flow of traffic. Has a study been done on the amount of traffic that our small neighborhood is already seeing? If not, I suggest that one be conducted immediately. Also, many of the vehicles already cutting through from Stratford Rd on Densmore St are failing to observe the stop sign, before turning onto Brandywine Rd. We already must exercise extreme caution when pulling out of our driveway.
NO more traffic please!!

Having been one of the first occupants in this development, long-standing taxpayers and recipients of the origin letter sent in April when the need for rezoning was first

announced, it seems unlikely that it was an oversight that our neighborhood was not notified of the recent change to a Gamble St exist. If there is a viable reason for us not receiving notification, please share it. To conclude, we oppose more traffic and hope that another viable plan can be developed.

Thank you for your time and attention to this matter.

Very sincerely,

June Reynolds

Sandra R. Keeney

From: David Dinkins <david.dinkins@hbtech.com>
Sent: Wednesday, September 14, 2022 11:35 PM
To: Denise Adams; Barbara Hanes Burke; Robert Clark; John Larson; Jeff MacIntosh; Kevin Mundy; Annette Scippio; James Taylor Jr; Allen Joines
Cc: Jim Sullivan; hcheek@triad.rr.com; cricket.sheppard@gmail.com; Susan Dinkins
Subject: Rezoning comments on W-3529, aka "Somerset Heights"
Attachments: 2022.08.22 Progress Plan (22-060).pdf; W-3529 Opposition received by Joseph Anerson.pdf

Mr. Mayor, Madam Mayor Pro Tempore, Council Members:

I am writing as a resident of 111 Gamble Dr., part of the neighborhood off of Somerset Dr, that includes Brandywine Rd, Sloan Dr and Densmore St. I am a regular user of Somerset Dr. between Jonestown Road and S. Stratford Road. On behalf of my neighbors and myself I want to express and explain my **strong opposition to the proposed rezoning W-3529**.

I don't know if you folks are aware of what the developer is trying to do now and the reason they asked for a motion to continue the matter to October 3rd. See the attached progress site plan that was shared by Stimmel. If I had not attended the 8/2 meeting in support of the community and got on the mailing list of the Huntington Woods neighborhood, I or none of my neighbors on Gamble Dr, Brandywine Rd, Sloan Dr and Densmore St would have known about it today. When I read an email on 8/26 from the Lockwood folks containing a plan that showed a proposed connection at Gamble Drive, it just devastated me and caught me totally off guard because this was never part of any plan or proposal from the developer or anything close to what the city planning approved, and was not addressed in any traffic studies. The developer is working on these new plans without letting anyone in the affected area know anything about what they are trying to push through to the planning committee and city council. It is not right to blindside our community with a change this drastic.

I hate to even make this about neighborhoods because this is really about keeping the zoning as RS9, but in the process of saving Huntington Woods and Lockwood Drive from this fate we feel that our small and quiet neighborhood has really been thrown under the bus. Attorney Joseph Anderson, property owner of 2615 Sparkling Place, has offered the ingress and egress of his land at Gamble Dr. (If it's even his to give..See below paragraph) Now we too face the possibility of our neighborhood and our lives being turned upside down. The kicker is he doesn't live on Lockwood so I'm not sure why he felt enough impact to suggest Gamble Drive as an alternative. Surely he realizes what a small neighborhood we have here. I'm guessing here, based on TIA reports that I have read, but potentially anywhere from 1200-1900 additional trips will come through our neighborhood, based on the most recent proposal of making Somerset exit a right turn only. We are talking about a neighborhood of 34 houses. READ THAT AGAIN. Potentially 1000's more cars in a neighborhood of 34 houses! That's not even good common sense, and it surely is not a viable option. We love it here. We have spoken to every single neighbor on Gamble, Brandywine, Sloan and Densmore and all agree that the reason we built homes here is because we fell in love with the small neighborhood feel. We walk, bike, and stroll these streets without fear of being run over. We all know each other and look out for each other. I know every car and when someone belongs and when they don't. We love the wildlife. We would lose all of that with this proposed "opening up" of our beloved dead end street.

Before I purchased my property at 111 Gamble Dr. in 1998 I did the research and found that Sparkling Lane was a private drive and really had no fears of my quiet dead-end street ever being opened up to development to the adjoining property. Nor did Hugh Cheek when in 2003 he agreed to swap a foot of his property to the former property owner Howell Dunlap (now owned by his son William Dunlap) on the agreement that this would give Howell the required 25 foot easement needed to keep anyone from crossing Sloan Drive or Gamble Dr. I am not sure how or what is

going on with Anderson offering the easement because according to the tax maps it is owned by William Dunlap of 2610 Sparkling Place as of 6/9/22. This prompted to speak with William Dunlap and he confirmed that the property belongs to him and he has no plans to sell the property, and did not know anything about the developer's proposed plans until I told him on 9/12/22.

Also, I just don't see how this could be within the requirements of the building code and Fire Marshall requirements having the secondary entrance within 300' +/- of the main entrance. I know that we have not seen an updated TIA and I can only assume they would be required to provide a new study since the proposal is now different than what was originally submitted to the zoning board. Also I would find it hard to believe that if an impartial TIA was done on what they are going to propose now, this traffic flow would not make sense to anyone. This new plan that they plan to submit is going to dump all of the traffic out on to the already overloaded Somerset Dr. at the new proposed entrance in the "Deadman's curve", and what will be a new very busy Brandywine Rd. intersection, and the Winston-Salem Fire Station No. 2 main driveway, and the Ashford Developments only entrance, along with the new medians and right turn only exit.

Gamble Dr is only 18'6" wide and Brandywine Rd is 18'6" wide and has a sharp curve at the entrance of Somerset that is not wide enough for two way traffic. Also the city has posted years ago with signs and red flags for No Vehicles over 13,500 # at the Brandywine Road entrance and Densmore Street entrance because of the poor weak roads. If it ever does get approved to cut through Gamble Dr I would imagine all of the construction traffic, and our roads are obviously not built for weight by the WSDOT weight signs. It's not that I want our roads widened and sidewalks added like Lockwood was asking for, I just feel that if they can't build on the property without keeping it one entrance they should not do it. When Stimmel did the original presentation to the community on 4/13/22 their first PowerPoint was that they could build up to 426 lots at a maximum density permitted and maximum lots permitted by Right and 4.84 units /ac. What they did not say was that 40 acres of the 88 could not be used because of flood plans and stream buffers and previous city requirements.

I feel like when the developer comes up with a new plan they are going to run through the channels and we will never have a chance to appeal it. We already had great concerns after seeing the original plans, about the extra traffic on Brandywine and Densmore, because it is currently a cut through the mornings and evenings to people trying to avoid the traffic at Stratford. It also is a cut through to Clemmons and the industrial park since all of the business has been built at Stratford. Now with this new plan we have very grave concerns for the safety and wellbeing of our residents. We also have a small group home supported by the city on Brandywine that they take the folks out on walks daily that will be in danger of getting run over. Now the new proposed development will be the new private and quiet neighborhood when there should be a way to both have the same quality of life. We don't think that the burden of bringing the bulk of the traffic through our streets is fair in anyway.

The other thing that I have not heard brought up is a development of this size is going to tax already overloaded area schools. I am at the area schools regularly with my grandchildren. I know how overwhelmed the schools and traffic flow is now. I can't imagine them having the space to accommodate the large number of new students that will surely move into the new development.

When I attended the 9/6/22 meeting I heard a council member talking about how the council voted to purchase some property in an effort to prevent investors from purchasing it and developing high priced rental properties that families can't afford. The city bought it to build single family homes so families could own their own home at an affordable price. This is exactly what will happen with this proposed Somerset Heights development if we allow the zoning to be changed to multi family. We will see townhomes or other multi family structures built that will become nothing more than over-priced rental property similar to what has happened down the street from us at Hillcrest Town Center developed by True Homes. They currently have signs out reading "New Homes For Rent". I have attached a picture of the sign below.

I also feel that when we come back before the council on October 3rd, the council members will have their mind made up from the previous appeals and information they've already reviewed, and therefore will not have taken into account any of our considerations unless we make them aware of all the changes beforehand. Since the previous information

the council has seen was the opposition from Lockwood and Somerset residents, we feel the need to disclose the impact all of this will have on our neighborhood and all of Somerset Rd and the Ashford community.

Please see additional info below for clarification.

Thank you for your time. Please feel free to contact me by phone or email if you would like to discuss further. My phone is 336.823.4107. I welcome and appreciate any help and/or discussion on this matter.

Sincerely,
David Dinkins
111 Gamble Drive

Email I received from Lockwood:

In response to questions regarding the on-going negotiations, we are posting this ***draft site plan*** of how the new development could look when finalized.

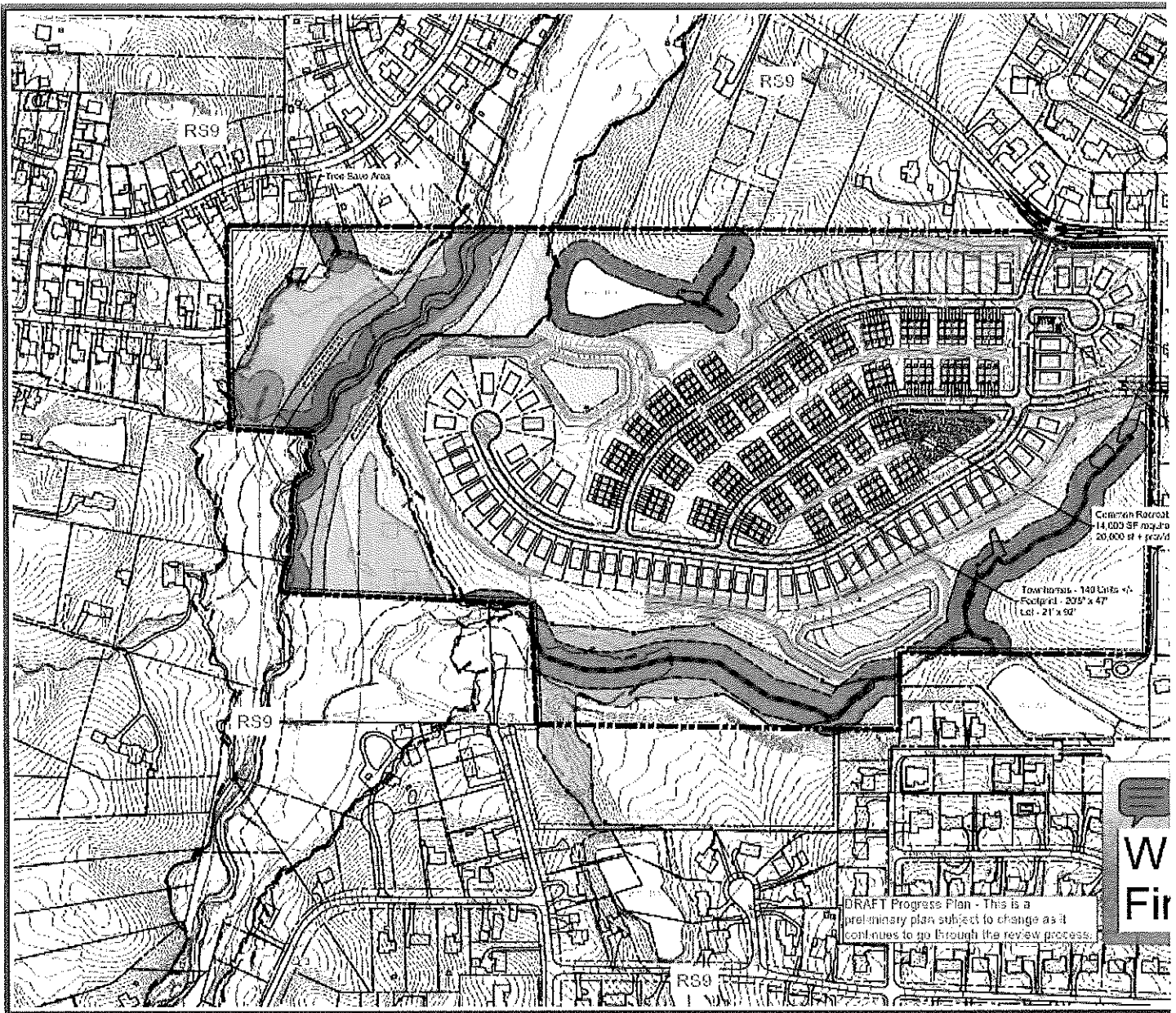
Changes include:

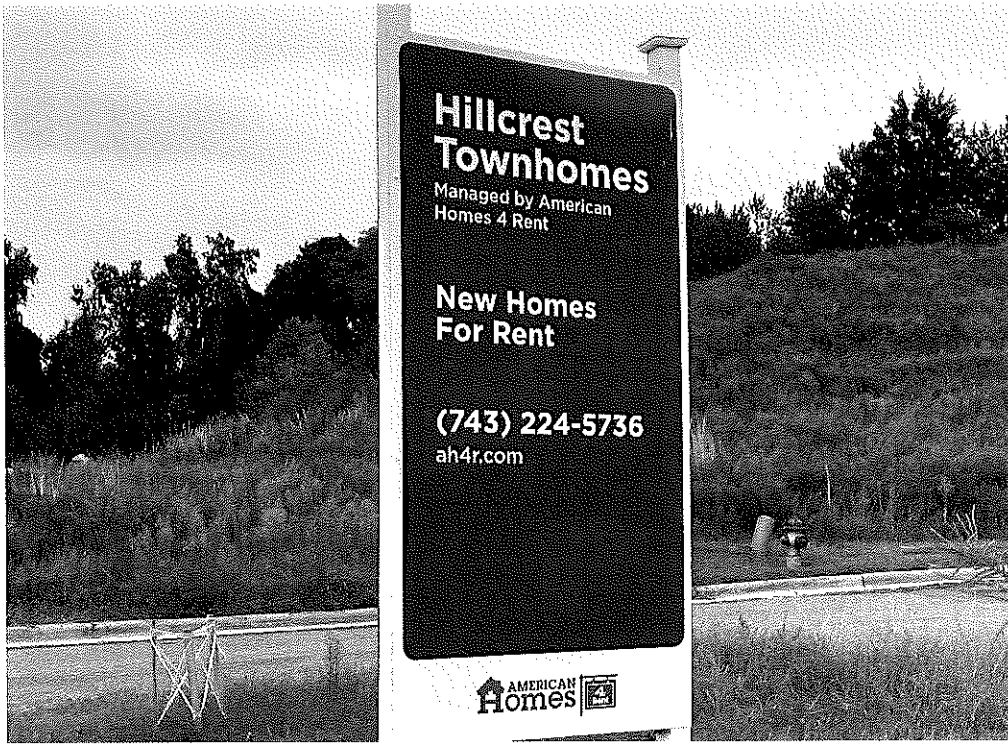
- The original "secondary" entry to the development that would have exited onto Lockwood Drive and then to Jonestown Road is no longer part of the plan. That small parcel may be developed later as a stand-alone project with standard single family homes, but it will not be connected to Somerset Heights. That parcel will not be included in the rezoning petition.
- The primary exit is still planned to be at the curve on Somerset. The road will be expanded to 4 lanes at that section with dedicated turn lanes. DOT is looking into making the exit onto Somerset from the development a right turn only.
- With Lockwood out of the picture, the secondary entry/exit will now be on the east side of the development, via Gamble Dr. to Brandywine Rd. From Brandywine you can exit to either Somerset or to Stratford Road via Densmore.
- Because of this recent change, the public hearing has been continued until the City Council meeting on Monday, October 3. The developer is working on technical details on the connection to Gamble that include right-of-way widths, transitions between curb/gutter and ditch sections, updating the Traffic Impact Analysis.
- As a result of these changes we can expect there to be another community outreach meeting via Zoom sometime soon.

Without the generosity and perseverance of Joseph Anderson this outcome would not have been possible.

As with all matters in negotiations, it is not yet final and things could change.

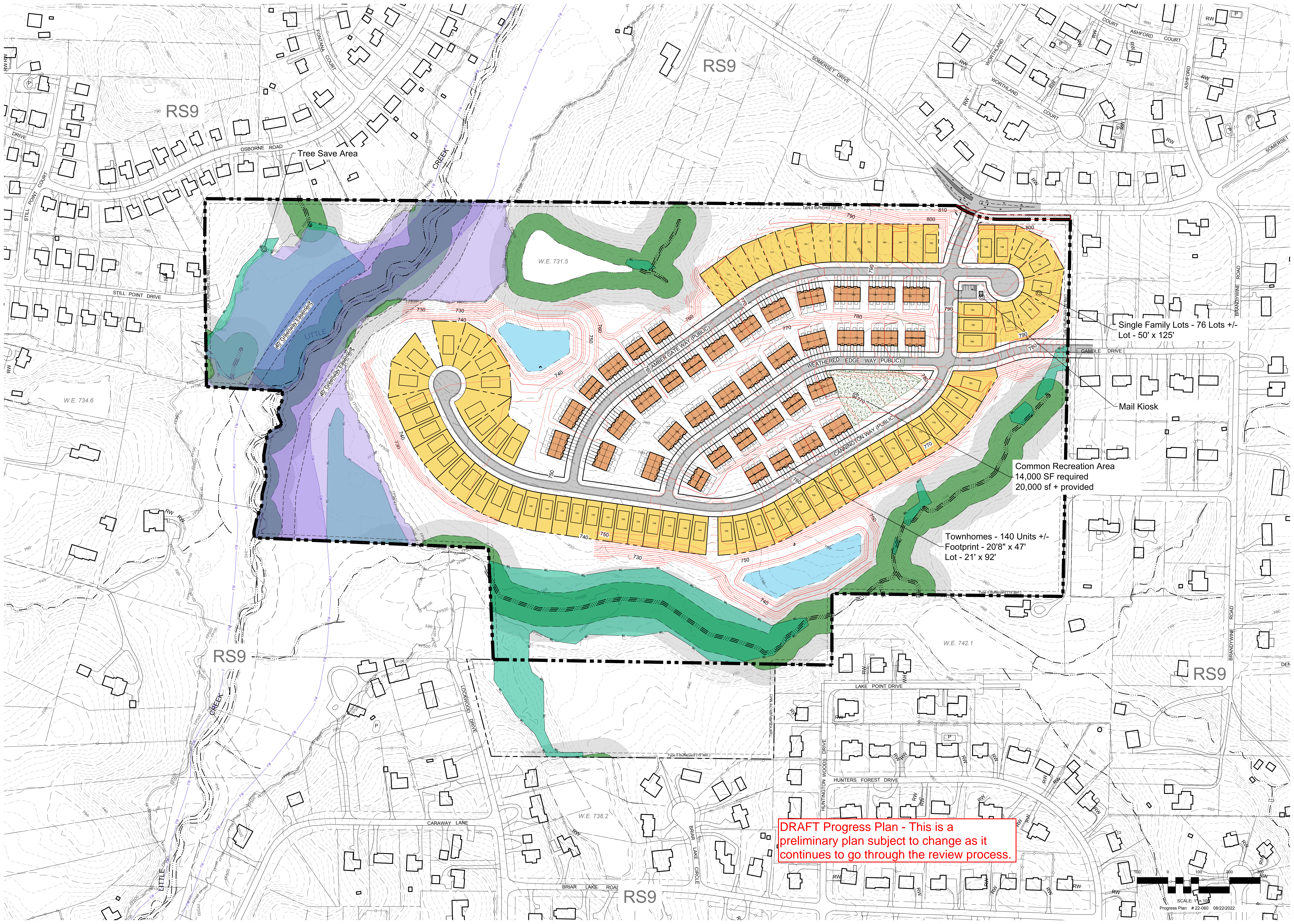
Winston-Salem Fire Station No. 2 main driveway sits on Somerset (in red below) and has not been mentioned.





Best Regards,

David Dinkins
111 Gamble Dr.
336-823-4107



RS9

RS9

RS9

RS9

Single Family Lots - 76 Lots +/-
Lot - 50' x 125'

Mail Kiosk

Common Recreation Area
14,000 SF required
20,000 sf + provided

Townhomes - 140 Units +/-
Footprint - 20'8" x 47'
Lot - 21' x 92'

DRAFT Progress Plan - This is a preliminary plan subject to change as it continues to go through the review process.

Subject: Re: Proposal re "Somerset Heights"

Date: Thursday, July 28, 2022 at 2:00:13 PM Eastern Daylight Time

From: Joseph Anderson

To: Jeff Guernier

CC: Kevin Mundy, Sam Villegas, bgodfrey@hubbardcommercial.com, Bruce Hubbard - Hubbard Commercial (bhubbard@hubbardcommercial.com)

Can you please explain why not? The plan you have put forth is a demonstrable threat to public safety. How much money would you lose by accepting my proposal?

Thanks so much,

Joseph

From: Jeff Guernier <JGuernier@truehomesusa.com>

Date: Thursday, July 28, 2022 at 12:38 PM

To: Joseph Anderson <janderson@pangialaw.com>

Cc: Kevin Mundy <kmundy@cityofws.org>, Sam Villegas <sjvwsnc@gmail.com>, bgodfrey@hubbardcommercial.com <bgodfrey@hubbardcommercial.com>, Bruce Hubbard - Hubbard Commercial (bhubbard@hubbardcommercial.com) <bhubbard@hubbardcommercial.com>

Subject: RE: Proposal re "Somerset Heights"

Mr. Anderson,

We appreciate your consideration of this option and have spent resources studying alternative layouts with your proposal in mind. Unfortunately, we can't make any of these layouts work financially, and believe our original proposed plan remains the best approach. Thanks again for your proposal.

From: Joseph Anderson <janderson@pangialaw.com>

Sent: Thursday, July 14, 2022 5:14 PM

To: bgodfrey@hubbardcommercial.com

Cc: Kevin Mundy <kmundy@cityofws.org>; Sam Villegas <sjvwsnc@gmail.com>; Jeff Guernier <JGuernier@truehomesusa.com>

Subject: Proposal re "Somerset Heights"

[EXTERNAL SENDER] This email originated outside of True Homes. Do not click on any links or open any attachments unless you recognize the sender and are expecting an email from them!

Gentlemen,

I am extremely concerned about the safety of the "Somerset Heights" project, from the standpoint of the traffic impact on motorists and the

children who play in the surrounding neighborhoods.

Because of this very serious concern, and in an effort to ameliorate it as much as I can, I propose the following:

If Hubbard and True Homes agrees not to utilize Lockwood, and to build only in accordance with RS9, I will, without any charge, allow ingress and egress across my land at Gamble drive.

I look forward to hearing from you.

Joseph Anderson

From: [Jim Sullivan](#)
To: [Allen Joines](#); [Denise Adams](#); [Jeff MacIntosh](#); [Barbara Hanes Burke](#); [Robert Clark](#); [Annette Scippio](#); [Kevin Mundy](#); [James Taylor Jr](#); [John Larson](#)
Cc: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Zoning Docket W-3529 (Somerset Heights)
Date: Sunday, September 18, 2022 5:41:14 PM

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To: Mayor Joines, Pro Tem Mayor Adams, Members of the Winston Salem City Council, & Sandra Keeney

My name is Jim Sullivan, and I reside at 2594 Brandywine Rd., Winston Salem. My family and I moved from Virginia and built our home at this location in 2014. We chose this location to invest in our life-time-dream home because of the quiet/peaceful neighborhood with very little traffic. In my prior research of this location and its surrounding area, I saw no indication of any potential problems with future real estate developments or traffic that could majorly impact the neighborhood. The Brandywine community and the surrounding areas were zoned RS9 which I was sure made the area safe for investing my life-time savings in a home for my family. I had no idea that within a few years after building my home that the city would consider changing the zoning to allow a company such as True Home Builders to rezone an area adjacent to Brandywine Rd. to RM5-S in order to build townhouses; among other types of houses.

Allowing True Homes to build these types of houses in this adjacent area, will have a detrimental effect on the real estate value on my home and all of the other homes in the Brandywine area. I understand that True Home Builders is promising that the townhouses and other homes will be within comparable price ranges of the surrounding homes. This may be true at the outset, but as time passes and the builders decide to sell to another investor or request yet another zoning change to permit houses to be rented, then the whole real estate value issue changes. This has a strong potential of impacting even more the values of our homes.

The other major issue is the increase of traffic on our streets. This impact is undeniable and of great concern to all of the residents presently living on the streets in our area (Brandywine Rd., Gamble Dr., Sloan Dr., & Densmore St.) With the zoning request allowing much smaller lots and smaller housing units, the number of vehicles passing through our area daily will increase much beyond what would be true if the present RS9 zoning is maintained for the proposed Somerset Heights Housing Development. The present width and actual construction materials used in the road surfaces cannot handle the amount and type of traffic that will be generated

through rezoning. For many safety reasons, Brandywine Rd. and Densmore St. would have to be upgraded. At present, the width of the streets is 18.5 feet, and Brandywine has a very dangerous curve at the intersection with Somerset Rd.

Two other concerns about increased traffic on these narrow streets is the impact on families who have small children who use the streets for play/exercise and the residents of the Brandywine Group Home residents who are transported in and out of the home daily in vans and who sometimes use Brandywine Rd. for walking and enjoying the outdoors. Both the children and the indigent residents will be greatly impacted by the amount of traffic on Brandywine if the building area is rezoned as RM5-S. At present, the Home is very lacking in appropriate parking for its employees and visiting family members.

In addition, our streets are used by residents from inside and outside our immediate community for walking, running, and biking. Building the homes using the RS9 guidelines will increase our traffic, but building the homes using the RM5-S zoning will make the amount of traffic on Brandywine extremely detrimental to these types of activities on the street. As a matter of fact, it will curtail almost all such activities. This is extremely unfair to the residents who have enjoyed this nice/quiet neighborhood for so long just so a corporation can turn a greater profit. I'm sure you know that this rezoning will be done at the expense and to the detriment of everyone in our area. We understand that this construction will expand the tax base of our city, but we implore you to not let greed by the builders be the driving force that causes others of us to bear the inordinate burden.

Be fair to us and don't let the pursuit of a larger builder profit be the deciding factor. Our Brandywine Community and all the surrounding neighborhood communities deserve to be treated fairly by keeping the zoning as RS9 instead of RM5-S.

Thanks for taking the time to read this email and for giving strong consideration to my opposition request! I look forward to hearing from you! My contact information is -

Jim R. Sullivan,
2594 Brandywine Rd.
Winston Salem, NC 27103
jimrsullivan2014@gmail.com.
276-685-4222.

Sincerely,
Jim Sullivan

From: [J.D. Sheppard](#)
To: [Denise Adams](#); [Jeff MacIntosh](#); [Barbara Hanes Burke](#); [Robert Clark](#); [Annette Scippio](#); [Kevin Mundy](#); [John Larson](#); [Sandra R. Keeney](#); [James Taylor Jr](#)
Subject: [EXTERNAL] Somerset Heights
Date: Sunday, September 25, 2022 10:34:52 PM

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Sunday, September 25

Dear Pro Tem Mayor Adams, Members of the Winston Salem City Council, & Sandra Keeney:

I am writing to you to make sure you know I am **AGAINST** rezoning in my neighborhood (I live on Gamble Drive near Somerset) from RS-9 to RM5-S for the planned multi-family development Somerset Heights. They are trying to put 200 or so home units into a space of only about 40 acres. This will result in the explosion of thousands of car trips into our little neighborhood every day. Our small streets can't really handle all this traffic and noise and congestion. And for many of our residents, this will be unsafe.

Most of the people who live on Gamble and Brandywine are older citizens on fixed incomes. We also have a group home on Brandywine that houses people who need a safe place to walk. Once this development goes in, cars will try to shortcut from Somerset to Stratford by racing down Brandywine. This will not be safe for our elderly and Group Home residents. The traffic noise will also be detrimental.

Please support us in keeping the zoning at RS-9. I realize Winston Salem needs more houses. But we are against destroying the peace and safety of our neighborhood so that people can be packed in like sardines next door. We also fear that this development will lower our property values. If it was a smaller development of single-family homes I would not be so worried. That is what we already have in our area. But a development of 200 or more units should be right beside a major roadway such as Peters Creek or 421, not beside Somerset. This is just wrong for our little neighborhood.

Thank you so much for taking the time to review this letter. I hope you will see why I am **AGAINST** the rezoning on Somerset for the proposed development Somerset Heights.

J.D. Sheppard, RN
101 Gamble Drive
Winston Salem, NC 27103

From: [Christine Sheppard](#)
To: [Allen Joines](#); [Denise Adams](#); [Jeff MacIntosh](#); [Barbara Hanes Burke](#); [Robert Clark](#); [Annette Scippio](#); [Kevin Mundy](#); [James Taylor Jr](#); [John Larson](#)
Cc: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Zoning Docket W-3529 (Somerset Heights)
Date: Monday, September 26, 2022 12:23:56 PM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

To: Mayor Joines, Pro Tem Mayor Adams, and Members of the City Council

My name is Christine Sheppard. My husband, J.D, and I reside at 101 Gamble Drive, which is located near the eastern boundary of the proposed Somerset Heights development. We OPPOSE the rezoning of the property from RS9 to RM5-S.

For many reasons, the site is not suitable for the plan that True Homes is proposing, among them being the increase in traffic that will be generated and the lack of safe access/egress at the primary (Somerset) and secondary (Lockwood) entrances. Recommendations and adjustments that have been made to the plan, including the addition of slip lanes on Somerset, relocation of the primary entrance further east from the double-blind curve, and making the egress onto Somerset a right-turn only, are simply not adequate enough to address the traffic and safety issues.

As you know, there have been many accidents on Somerset, including one fatality at the dangerous curve that is near the development's primary entrance. Although the speed limit is 35 mph on Somerset, there are 20 mph yellow speed advisory signs near/at the curve. Unfortunately, most drivers ignore the speed limit and speed advisory signs.

Several neighborhoods bordering the property will be negatively impacted because of the increase in cut-through traffic, and ours is one of them. Our street, Gamble Drive, is located in a small neighborhood off Somerset Drive that includes Brandywine Road, Sloan Drive, and Densmore Street. During the 17 years we have lived here, there has been a great increase in traffic on Brandywine and Densmore because drivers use these streets as a cut-through to and from Somerset and Stratford. The 25 mph speed limit does not deter vehicles of all kinds from racing down Brandywine...cars, commercial vehicles, school buses, motorcycles, and off-road ATVs. This situation has become a nuisance for those who enjoy walking, running, and biking in our neighborhood, including our neighbors who reside in the Group Home on Brandywine. Adding more cut-through traffic from the Somerset Heights development will certainly exacerbate our existing problem.

While we understand our city's need for more housing units, the True Homes plan to build townhomes in addition to single family residences is just not workable. If they want to develop the property in a responsible manner, they should do so in a way that will not require rezoning from RS9 to RM5-S.

We strongly encourage the City Council to listen to the voices of residents in surrounding neighborhoods who oppose the rezoning and vote AGAINST the petition.

Thank you for your consideration in this matter and for your service to our city. We all share the same goal of ensuring and improving the quality of life for all the citizens of Winston - Salem.

Christine Sheppard
336-480-4712

From: [David Dinkins](#)
To: [Denise Adams](#); [Barbara Hanes Burke](#); [Robert Clark](#); [John Larson](#); [Jeff MacIntosh](#); [Kevin Mundy](#); [Annette Scippio](#); [James Taylor Jr](#); [Allen Joines](#); [Sandra R. Keeney](#)
Cc: [Jim Sullivan](#); [Susan Dinkins](#)
Subject: [EXTERNAL] Petition opposing Rezoning Somerset Heights W-3529
Date: Thursday, September 29, 2022 11:48:38 AM
Attachments: [Petition in Opposition of Propssed W-3529 Rezoning For Somerset Heights.pdf](#)

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Ladies/Gentlemen,

Attached (3 pages) is the petition opposing rezoning the proposed Somerset Heights Development to allow housing other than single /standalone housing. Specifically, the 53 signatures on the petition indicate strong opposition of the residents in the Brandywine Rd. and Gamble Dr. area of the city to changing the zoning from RS9 to RM5-S

The petition also strongly opposes any consideration of placing two exits from the Development on the northeast end instead of putting one exit on the southwest end and one on the northeast end. Placing two exits on one end of the proposed development is absolutely not acceptable to anyone in the Brandywine Rd. area and creates extremely dangerous traffic flow issues.

Thank you for acknowledging these signatures and considering the careful thought and passion invested in each.

Sandra, can you please add this to the file for W-3529.



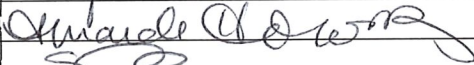
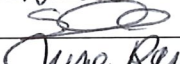
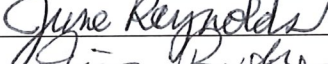
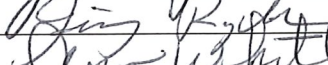


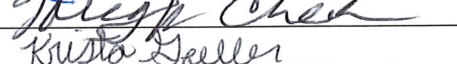
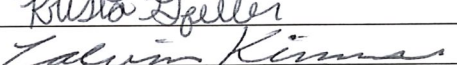
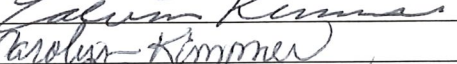
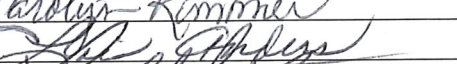
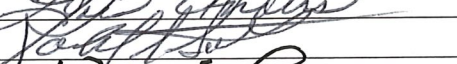




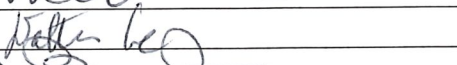
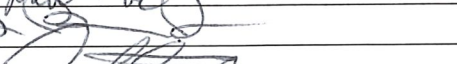

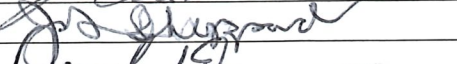
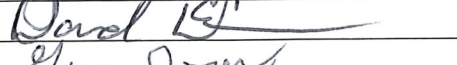
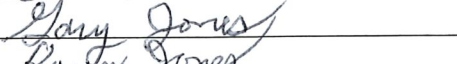


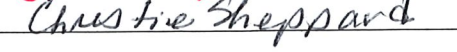

Best Regards,

David Dinkins
111 Gamble Drive
Winston Salem, NC 27103

Petition in opposition of proposed W-3529 re-zoning for Somerset Heights

The undersigned residents of Gamble Dr, Brandywine Rd, Sloan Dr & Densmore St, who are directly affected and connected to the proposed Somerset Heights Development (W3529), passionately object to this zoning and development request. We strongly oppose the proposed "New Site Draft Plan" being offered now by the developer in tandem with the Lockwood Dr. residents.

We would like to encourage the city council members to vote "no" on zoning docket W-3529 which would change the zoning classification for the proposed building area from RS9 to RM5-S. RS9 zoning classification correlates with all of the communities surrounding the proposed development site and therefore keeps all the houses in the area at a much more stable real estate value. Everyone in our neighborhood and all of the surrounding communities are strongly opposed to the zoning reclassification for many reasons, among those being the large increase in traffic dangers and the impact on real estate values and the fact that we simply can't handle the amount of traffic that would be forced upon this small area. We ask that you completely deny the zoning change and the opening up of Gamble Drive as a connector for this new development.

Printed Name	Address	Phone #	Signature
Alejandra Martielli	150 GAMBLE DR.	561-718-0778	
Alberto Martinez	150 GAMBLE DR.	561.718.1447	
Amanda Holcomb	2600 Brandywine Rd.	910-603-6114	
Alisha Racine Torres	2524 Brandywine Rd.	732-236-8721	
Jane Reynolds	154 Densmore St	336-414-6943	
Jimmy Reynolds	154 Densmore St	336-414-6941	
Ann Whitley	110 Gamble Drive	336-765-0856	
Madonna Cheek	145 Sloan Drive	336-765-3435	
HUGH CHEEK	145 SLOAN DRIVE	336-765-3435	
Krista Gfeller	731 Somerset Drive	336-749-9799	
CALVIN KIMMER	2511 BRANDYWINE RD	336-768-0493	
CAROLYN KIMMER	2511 BRANDYWINE RD	336-682-8373	
Lois Anders	135 Sloan Drive	336-765-7263	
RONALD SOLER	2531 Brandywine Rd	336-972-5250	
KEVIN FRANCE	2583 Brandywine Rd	336-765-6213	
Andrew Hine	2575 Brandywine Rd	336-407-3577	
HARNELL SEVERA	124 DENSMORE ST	336-486-3085	
Victoria Bailey	121 Gamble Drive	336-830-6858	
Stephen Lee	121 Gamble Drive	336-406-9411	
Brenda Swain	2595 Brandywine Rd	336-694-3152	
JULIE STARNES	2595 Brandywine Rd	336-571-6846	
J. D. Sheppard	101 Gamble Dr.	336-480-4718	
David Dinkins	111 Gamble Dr	336-823-4107	
Gary Jones	2521 Brandywine Rd	336-391-9995	
KAREN Jones	2521 Brandywine Rd	336-391-9995	
Susan Dinkins	111 Gamble Drive	336-416-2384	
Christie Sheppard	101 Gamble Dr.	336-480-4712	

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[illegible]

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We ask that you completely deny the zoning change and the opening up of Gamble Drive as a connector for this new development.

[illegible]

To: Winston Salem City Council Members, Mayor, & Mayor Pro Tem % Sandrark@cityofws.org
From: John S. Benson, 1225 Hudgins Hill Ct, Winston Salem, NC, 27103
Re: Petition W3529 - Proposed Somerset Heights Subdivision
Date: October 10, 2022

I live in the Seasons Chase subdivision in the vicinity of Somerset Drive and Jonestown Road. I have lived here for over eight years. I often use Somerset Drive and Jonestown Road.

I am a retired attorney having practiced in Florida and Colorado over thirty-six years with a specialty in real estate development. I do not know this City's ordinances or how its subdivision process works. I write only as a concerned citizen. I mention my past only to say I am familiar with real estate development.

Somerset Heights has poor access. The planned access may be the best the developer can offer, but it is not good enough. It will create traffic and safety nuisances.

You have an excellent memo about the Lockwood access from the Huntington Woods and Little Creek neighborhoods. I have nothing to add.

Somerset Drive is narrow, hilly and curvy. The developer does not have sufficient road frontage, in a favorable location, to make a suitable intersection with Somerset. Brandywine would provide safer access, but it is narrow and a spite strip prevents the developer from accessing it. None of the adjacent subdivisions which have access to Somerset or Jonestown appear to have been planned to permit access from future contiguous developments.

The developer proposes to intersect Somerset at his eastern property line, but it is too close to the crest of a hill and a sharp curve to be safe. I took a test drive approaching the proposed intersection while driving from Jonestown Road toward Stratford. I climbed the hill approaching the intersection, and rounded the curve at about 25 mph. From the time the intersection first became visible until I was abreast of it, I counted about 4 -5 seconds. Assuming it would take me about 1.5 seconds to react to a hazard, I would have to stop the car in about 2.5 seconds. This makes me very uncomfortable.

Streets are classified as "thoroughfares" (major arteries like Stratford), "residential" (streets with homes), and "collectors" (corridors collecting traffic from contiguous subdivisions and leading to "thoroughfares"). Somerset connects Jonestown Road and Stratford. It should be a collector street, but so many homes have been built on it that it is a residential street, with driveways, mailboxes, trash receptacles, etc. Mail trucks, delivery trucks, garbage trucks and recycle trucks stop and tie up traffic. Because of the hills and curves, sight distance is limited and it is hazardous to pass service vehicles. Adding more traffic compounds the problem.

I have heard an argument that the City should approve the rezoning because the developer could put in a denser development without rezoning. Even so, the access issues would still need to be addressed. Does the City not require approval for accessing its streets? Does the City not have minimum construction standards for streets and intersections? The City's primary responsibility should be the public welfare. Unless the developer can provide access to its development without endangering the community, access to the City's streets should be denied.

These are my concerns, like those of so many other residents.

Respectfully, John S. Benson

This report has been redacted to prevent the disclosure of personally identifiable information.

DMV-349 (Rev. 1/09)

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

1

No. of Units Involved

Form 1 of 1

☐ Supplemental Report

☐ Non-Reportable

Do not write in these spaces

Date Received by DMV

Date
10/08/2022

County
FORSYTH

Time
22:31

Local Use/Patrol Area
2249027

33 Relation to Roadway Surface 1 Crash Occurred

☒ In
☐ Near

WINSTON-SALEM

Miles

N S E W

outside municipality

on SOMERSET DR

(R.R. Crossing #

Miles 956 ft.

N S E W

At SOMERSET COVE DR

Ramp or Service Road

BRANDYWINE RD

Latitude

From

N S E W

Use Highway Number, Street Name or Adjacent County or State Line

Longitude

Altitude

UNIT # 1 ☐ VEHICLE ☐ PEDESTRIAN ☒ HIT & RUN ☐ COMMERCIAL

Driver JONATHAN CISNEROS

First Middle Last

Address 1833 FLATROCK ST

City WINSTON SALEM State NC Zip 27107-2419

Same Address on Driver's License? ☒ Yes ☐ No

Driver's Phone Numbers H (336) 602-9765

W

D.L.# 33XXXXXXXXXX D.L. Class C State NC

CDL License ☐

DOB XX/XX/2001 34 Vision Obstruction 0 35 Physical Condition 5 36 D.L. Restrictions Y,1

37 Alcohol/Drugs Suspected 1 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner BELSY GARIBAY

Same as Driver? ☐

Address 1680 GUILFORD DR

Same Address as Driver? ☐

City WINSTON SALEM State NC Zip 27127-5806

Plate # ECR1906 Plate State NC Year 2023

VIN 5NPEB4AC2BH071206

Vehicle Make HYUNDAI Vehicle Year 2011 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☒ Yes ☐ No

43 TAD FD-3 / RD-2 44 Estimated Damage \$15,000.00

Insurance Company NATIONWIDE

Policy # 6132V286570

UNIT # ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver

First Middle Last

Address

City State Zip

Same Address on Driver's License? ☐ Yes ☐ No

Driver's Phone Numbers H

W

D.L.# D.L. Class State

CDL License ☐

DOB 34 Vision Obstruction 35 Physical Condition 36 D.L. Restrictions

37 Alcohol/Drugs Suspected 38 Alcohol/Drugs Test 39 Results (if known) 40 Vehicle Seizure (DWI) ☐

Owner

Same as Driver? ☐

Address

Same Address as Driver? ☐

City State Zip

Plate # Plate State Year

VIN

Vehicle Make Vehicle Year 41 Vehicle Style (Type) 42 Vehicle Drivable ☐ Yes ☐ No

43 TAD 44 Estimated Damage

Insurance Company

Policy #

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Unit 45 Cargo Body Type ☐ Same Address as owner?

Source:

☐ Truck

☐ Shipping

☐ Driver

Carrier Identification Numbers, GVWR, Axles

US DOT# ICC# Axles on Vehicle Including Trailers

State State # IFTA#

FEI# Fleet # Gross Vehicular Weight Rating

21 22 23 24 25 26 27 28 29 30 31 32

A	1	1	Unit 1-Drv 1, Ped 1, etc. see above	H	M	10	4	3	2	1	5	see above	Veh# 1 Towed To/By: DOSS TOWING / DOSS TOWING
B			Unit 2-Drv 2, Ped 2, etc. see above									see above	Veh# Towed To/By:
C													
D													
E													
F													
G													
H													

46 Name of EMS A - N/A

46 Name of EMS

47 Injured Taken by EMS to A - N/A

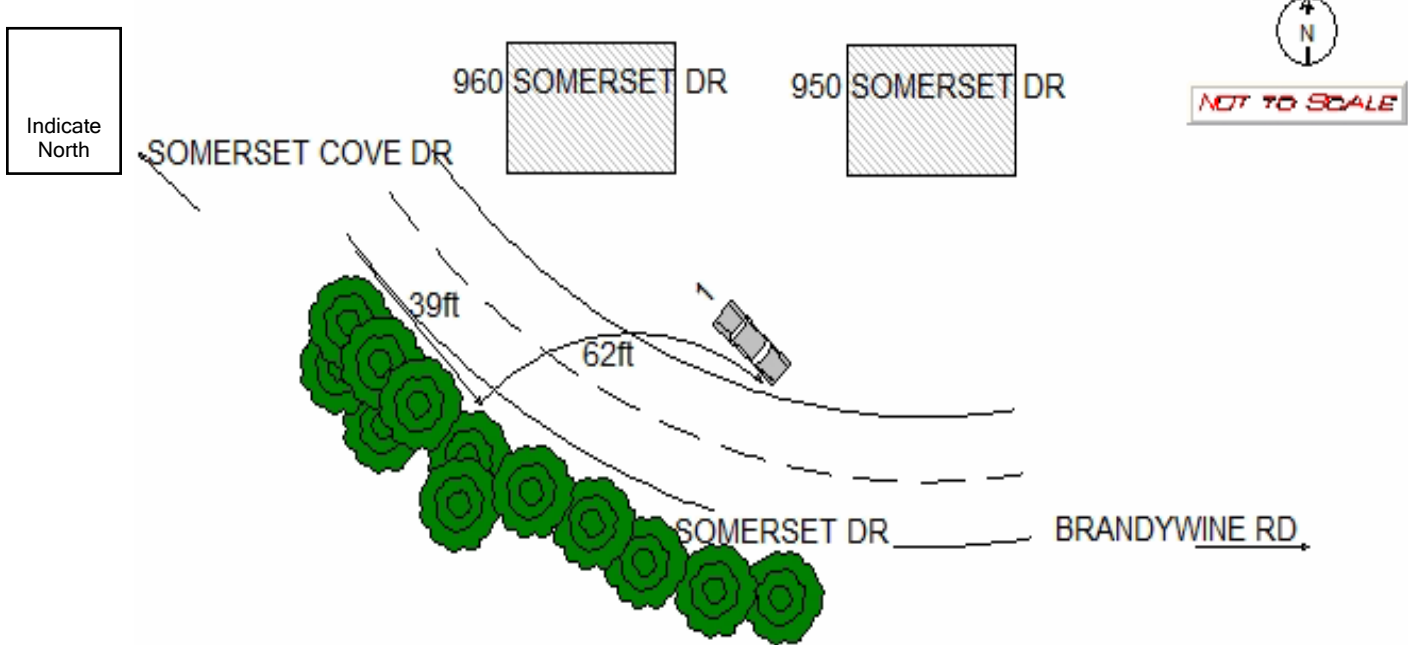
47 Injured Taken by EMS to

(Treatment Facility and City or Town)

(Treatment Facility and City or Town)

48 POINTS OF INITIAL CONTACT (Write in Codes) Unit # <u>1</u> <u>21</u> Unit # _____		VEHICLE INFO.		Veh # <u>1</u> <u>35</u>	Veh # _____	ROADWAY INFO.		WORK ZONE RELATED	
		60 Authorized Speed Limit				69 Road Feature <u>0</u>		78 Work Zone Area <u>5</u>	
CRASH SEQUENCE (Unit Level)		Unit # <u>1</u>	Unit # _____	61 Estimate of Original Traveling Speed <u>60</u>		70 Road Character <u>5</u>		79 Work Activity	
49 Vehicle Maneuver/Action		<u>4</u>		62 Estimate of Speed at Impact <u>60</u>		71 Road Classification <u>5</u>		80 Work Area Marked	
50 Non-Motorist Action				63 Tire Impressions Before Impact (ft.) <u>0</u>		72 Road Surface Type <u>3</u>		81 Crash Location	
51 Non-Motorist Location Prior to Impact				64 Distance travelled After Impact (ft.) <u>101</u>		73 Road Configuration <u>2</u>		TRAILER INFO.	
52 Crash Sequence - First Event for this Unit		<u>1</u>		65 Emergency Vehicle Use		74 Access Control <u>1</u>		82 Trailer Type <u>0</u>	
53 Crash Sequence - Second Event		<u>33</u>		66 Post Crash Fire (if 'Yes' check block)		75 Number of Lanes <u>2</u>		1st Trailer No. Axles	
54 Crash Sequence - Third Event				67 School Bus - Contact Vehicle		76 Traffic Control Type <u>0</u>		Width (inches)	
55 Crash Sequence - Fourth Event				68 School Bus - Noncontact Vehicle		77 Traffic Control Oper		Length (feet)	
56 Most Harmful Event for this Unit		<u>33</u>						2nd Trailer No. Axles	
57 Distance/Direction of Object Struck		<u>2</u>						Width (inches)	
58 Vehicle Underride/Override		<u>3</u>						Length (feet)	
59 Vehicle Defects		<u>7</u>						83 Unit # _____	
								Overwidth Trailer and Overwidth Mobilehome	
								Overwidth Permit # _____	

COMMERCIAL VEHICLE: Hazardous Material Involvement
Unit # _____
Haz Mat Placard ☐ Yes ☐ No From Placard indicate:
Hazardous Cargo Released ☐ Yes ☐ No 4-digit placard number or name from diamond or box 1-digit number from bottom of diamond
Carrying Haz Mat ☐ Yes ☐ No

84 DIAGRAM

Unit # 1 was ☒ Traveling ☐ ☐ ☒ ☐ on SOMERSET DR Unit # was ☐ Traveling ☐ ☐ ☐ ☐ on
☐ Parked Facing N S E W ☐ Parked Facing N S E W

85 NARRATIVE (include pertinent unusual aspects which are not listed elsewhere on the form)

VEHICLE 1 WAS ABANDONED UPON MY ARRIVAL. RESIDENTS NEARBY STATED A BLACK MALE, APPROXIMATELY 22-25 YOA, EXITED THE VEHICLE UPON CRASHING AND FLED THE AREA IN A SEPERATE VEHICLE.

BASED ON EVIDENCE ON SCENE, IT APPEARS AS THOUGH VEHICLE 1 WAS TRAVELING SOUTH/EAST ON SOMERSET DR, AT AN EXCESSIVE SPEED. VEHICLE 1 RAN OFF THE ROAD TO THE RIGHT, COLLIDING WITH SEVERAL TREES. VEHICLE 1 THEN OVER-CORRECTED AND CROSSED THE ROADWAY, COMING TO REST IN THE FRONT YARD OF 950 SOMERSET DR.

THROUGH INVESTIGATION, I WAS ABLE TO IDENTIFY THE DRIVER OF VEHICLE 1 DESPITE HIM LEAVING THE SCENE. CHARGES RELATED TO HIT AND RUN ARE FORTHCOMING.

AOI: 956FT SOUTH/EAST OF THE EAST CURBLINE OF SOMERSET COVE DR
28FT SOUTH OF THE NORTH CURBLINE OF SOMERSET DR

86 Type/Owner _____		Owner Address _____ Phone _____		ADDITIONAL PROPERTY DAMAGE		State Property? <input type="checkbox"/>		Estimated Damage \$ _____	
WITNESSES									
Name _____		Address _____						Phone No _____	
Name _____		Address _____						Phone No. _____	
TRAFFIC VIOLATION(S)									
Name _____		Charge(s) _____ (Citation # optional)							
Name _____		Charge(s) _____ (Citation # optional)							
Officer Name OFFICER A PERRELL		Officer Number 16180		Department WINSTON-SALEM POLICE DEPARTMENT		ORI 03402		Date of Report 10/08/2022	

From: [Sam Villegas](#)
To: [Sandra R. Keeney](#); [John Larson](#); [Annette Scippio](#); [James Taylor Jr.](#); [Jeff MacIntosh](#); [Kevin Mundy](#); [Mayors Office](#); [Robert Clark](#); [Barbara Hanes Burke](#); [Denise Adams](#)
Cc: [Joseph Anderson](#); [Darrell Hawkins](#); [Aramati Ishaya](#); [Peggy Danner](#); [Bud McIntire](#); [Jessica Lawson](#); [VAUGHN JOHN](#); [Elizabeth Hardin Villegas](#)
Subject: [EXTERNAL] W3529 please vote No
Date: Thursday, October 13, 2022 9:52:50 AM

***** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.**

Mayor Joines, Mayor Pro Tempore Adams, Members of the Council,

We ask you not be swayed by the threat of a PRD by the Petitioners. Vote No on rezoning W3529.

Up until lately the implied threat to those of us in Opposition to W3529 has been "be careful what you wish for." The implication, of course, was you might not like what comes even more.

When asked about a PRD at the Planning Board hearing the Petitioners representative stated he thought they could accommodate about ~ 190 such units in the available space suitable for construction. (40%+ is not suitable for construction because it's under water or floodplain.) (See Planning Board video at 1:56) Our inference from the beginning was, however, that True Homes was not in that business.

You may know that now Petitioners have taken the position that they will build a PRD of ~234 units on **35 foot** lots, *if you don't allow them this rezoning*. 40 units **more** than they "**testified**" (Chris Murphy's words) to at planning review was actually possible.

Since this case has taken longer than the Petitioners expected, they have resorted to what, in my opinion, is an actual, but not credible, threat to the Council, CM Mundy and the residents of the surrounding neighborhoods. We can find no history of such types of neighborhoods in True Homes portfolio. When asked for evidence of such building types elsewhere we received absolutely nothing in response. This would be an entirely NOVEL type of unit for the firm. We think TH wants to perpetuate a good reputation. Building homes of such low character and caliber will damage their claimed reputation.

For that reason we feel this is a cynical bluff designed to provide "cover" to CM Mundy and to the Council for making a decision adverse to the wishes of its constituents, the residents of the adjacent Neighborhoods. Strong Neighborhoods are what made Winston-Salem a great City.

To reiterate, we do not and have not opposed a credible development on this parcel. A neighborhood that is in keeping with the suburban character of the surrounding RS9 neighborhoods, most of which are on lots larger than RS9.

Do not allow such a cynical abuse of the system to stand. Vote no on W3529.

Samuel Villegas
2581 Lockwood Dr
WS, NC 27103

PS: It is beyond the scope of this message to address the apparent abuse of the PRD process across the City in general.

From: [Ann E. Johnston](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning Somerset Dr.
Date: Sunday, October 16, 2022 12:13:12 PM

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I am a newbie so my voice may not carry as much weight, but, as a long dweller of a much more densely populated state than North Carolina (Massachusetts), you are sliding down a very slippery slope that you won't like when you have gotten it built up. I have no doubts that this area is going to grow.

With congestion, however, come school needs, road needs, utilities needs, and more housing issues than I can list. Look to Florida to see what damage can be done when building is done without good planning.

With all these needs and issues which come with building, also comes motor vehicle accidents, including deaths. Neither Somerset nor Jonestown are ready for nearly double traffic patterns. These roads can barely handle current traffic patterns.

Please learn from other places and states about responsible building. Do not waste the opportunity to show your skills and expertise. Show that North Carolina can plan wisely, not foolishly. I just hope that you do not let developers and money ruin the great environment and communities that we have now.

--

CONFIDENTIALITY NOTICE

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From: [Aramati Ishaya](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] W3529 letter for Somerset Heights No Rezone
Date: Monday, October 17, 2022 11:40:56 AM
Attachments: [Neighbors of Seasons Chase 5 draft.pdf](#)

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Mayor, Mayor Pro Tem, City Council Members,

I have attached a copy of my letter to our Homeowners, our Board of Directors, and Neighbors and ask for your important consideration to the W3529 opposition.

Thank you for your compassion in this pleading.

In sincere gratitude,
Aramati Ishaya
1263 Cedarline Lane
V-president HOA Seasons Chase

Neighbors of Seasons Chase, Mayor, Mayor Pro Tem, Council :

On 10/11 you received this revised site plan for Somerset Heights from our Council Member.



Our neighbors on Lockwood Dr., and Little Creek/Huntington Woods, and along Somerset Dr., have researched relevant ordinances, guidelines and ongoing facts and have agreed to share with you over 5 months of information gathered . All of this can be found on the website of the city council file named W3529. There are over 80 letters from our affected ward, and many articles.

The private owner of the 88 acres named Somerset Heights has over the years been deeded 81 acres. The last parcel of land purchased just last year, which gave them the final piece to permit the 2nd exit out of the Subdivision. Only 44 of the target 88 total acreage is suitable for building. It is a vast floodplain and wetland otherwise. Yes, a private owner can build and probably will.

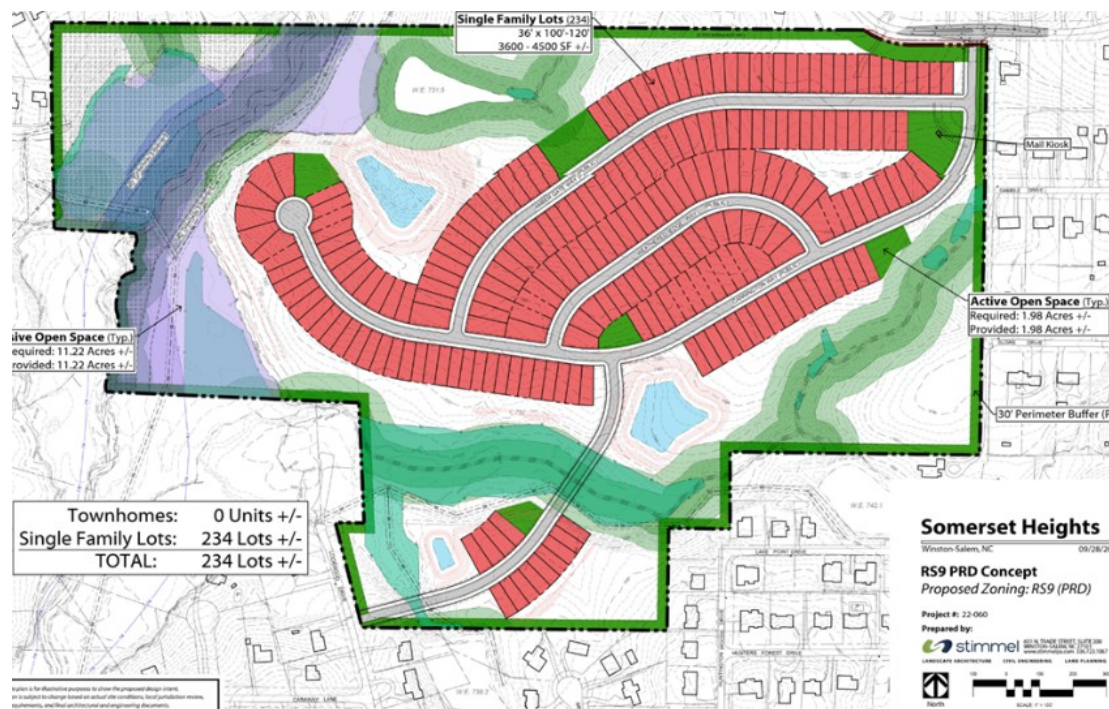
So why rezone?

True Homes wants to rezone to enable adding multifamily homes to the mix. This is the RM-5 they request. Any basic knowledge of real estate concludes town homes are cheaper to build and sell faster than single family homes. Their plans passed through the planning stages required with 2 no votes from the Planning Board. Since then property owners have had numerous meetings to persuade the Council and Developers to provide what the actual Traffic Calming regulations require. Much information about the Traffic Impact Analysis (Davenport TIA) proves undoubtedly that neither Somerset nor Lockwood meet even **minimum requirements** for massive traffic load increase.

We have been rebuffed time and again for traffic calming measures. We have addressed the Planning Board and The Council with a plenitude of arguments and rationale about being protected. No one seems to be in charge of making decisions of this nature. Who is in charge of seeing that developers act in a responsible way? We have not found that answer in all these months of seeking assurance. What should we expect from those charged to oversee our public safety? It was only the recommendation of our former councilman Dan Besse that birthed a new chance to be heard. How many pleas must be made. Why is this acceptable?

We believe that 400 plus tax paying homeowners should have as much consideration as 200 supposed future buyers. Each and every constituent needs to have the **SAFETY** concern of our elected officials who are entrusted on our behalf. Instead of our right to be acknowledged with action, we are asked to **trust**.

They will let us know down the road with some **unbeknownst** triggers. Below is the design of what a PRD (Planned Residential Development) will be. IF WE do not approve the REZONE, this is the threat.



We believe this to be scare tactics; it is even highlighted in red on the new design map. If the builder developers wanted to go that way it is easier. They would not have to petition us or make a presentation at all to the constituents affected. Though they have assured **even** our

councilman, Kevin Mundy it is truth; a different response was spoken to opponents. This is so novel a plan, there are no examples to examine.

We will again remind you of the preponderance of traffic accidents on Somerset. In the last few weeks there have been three more. Add these to the Police records of 81 over recent years as shown before. One vehicle a few days ago was a speeder who over corrected and crashed into 3 trees. The car was totaled. One of our neighborhood Somerset Rd. residents informed us of yet another accident.; a car flipping and taking down a power line. Whether the traffic count approximates 1200 more per day or 2000 more, Somerset Rd. is not a safe nor adequate street for such a proposal. To consider **in advance of approval** to offer little to no safety improvements seems dangerous and significant.

What can we do?

We have a voice! We have submitted our 38 signatures from Seasons Chase's 39 homes. Our **plea for safety** has been entered into the file.

Write a letter to the council. mail to:sandrark@cityofws.org Write the newspaper.

And if it is possible, please come to the council meeting on **NOVEMBER 1 at 6:45 for a 7 PM** start to get a good seat in the hearing room. Parking is limited, please plan to carpool.

If you need a ride let me know and we will find a safe driver for you to go. We have volunteers with cars. The more we let them know how we feel in a peaceful way, the better chance we have. If you are interested, we will have an outdoor gathering at the pergola a few days prior to the final meeting. You will be notified.

We will share with you what we know. Together we can do this. Ask your councilman and the council to VOTE NO on the REZONE.

Please read the letter that **John Benson** our neighbor in Seasons Chase wrote, a few days ago. His well informed experience speaks volumes and was sent to the Council.

Sincerely,
Aramati Ishaya
v-pres. HOA Seasons Chase
1263 Cedarline Lane:

From: [Jeff and Holly Ingram](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] ref 3529
Date: Monday, October 17, 2022 10:30:50 PM

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Dear Council Members,

I am writing in opposition to the rezoning to develop Somerset Heights. It is too dangerous to put that many homes in that small area. There are multiple accidents at the entrance to Huntington Woods and Lockwood already and adding that many more people will cause more casualties. It is not okay to put the lives of taxpayers in danger for the benefit of developers. I assure you it will increase accidents if it passess and the neighborhood will be glad to let the people being harmed know that we made you aware of the problem and chose to go ahead with the development. Ultimately the decision and responsibility is yours. Please, make the right choice and keep taxpayers safe by not passing the rezoning ordinance.

Thank you for your consideration on this matter,

Holly Ingram

From: [Luke Dickey](#)
To: [Kevin Mundy](#)
Cc: [Joseph Anderson](#); [Darrell Hawkins](#); [Aramati Ishaya](#); [Peggy Danner](#); [Bud McIntire](#); [Jessica Lawson](#); [VAUGHN JOHN](#); [Elizabeth Hardin Villegas](#); [Sam Villegas](#); [Sandra R. Keeney](#); [John Larson](#); [Annette Scippio](#); [James Taylor Jr.](#); [Jeff MacIntosh](#); [Mayors Office](#); [Robert Clark](#); [Barbara Hanes Burke](#); [Denise Adams](#); [Chris Murphy](#); [Jeff Guernier](#); [Bruce Hubbard](#); [Brant Godfrey](#)
Subject: RE: [EXTERNAL] W3529 please vote No
Date: Thursday, October 13, 2022 10:05:23 PM

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CM Mundy,

Thank you for the email and desire to make sure what is being communicated is accurate.

1. No changes have been made to the latest plan that you have seen for the RM5 zoning request and which you shared with the neighbors. The plan shows 55' wide single family lots & townhomes and shifting the entrance drive on Somerset as far to the east away from the curve as possible. We submitted this plan to Planning Staff at the end of Tuesday (10/11) of this week. This is the formalized version of the plan showing the required site plan information that City Council will see for the upcoming City Council meeting. Staff is currently reviewing this plan and we are waiting on any comments.
2. True Homes has made it clear to me that they would pursue a PRD option with 36' foot wide lots if their preferred plan, which is the RM5 zoning request, is not approved. This information was provided to Mr. Villegas per a phone call and follow-up email on 10/6 you provided below. No other conversations have been had regarding the PRD not being pursued.
3. I have had email conversations with Mr. Bud McIntire today (10/13) regarding PRD requirements and examples of existing small lots in Winston-Salem as well as a recently approved PRD with 41' front loaded lots adjacent to Tanglewood. Additionally, he shared with me the email discussion that he had with Chris Murphy regarding PRDs.
4. I would also like to clarify that I was the representative at the Planning Board meeting stating that an estimated 190 lots could be provided if the proposed plan was a PRD. The number was based on a rough take-off of 40' wide lots replacing the townhomes with the street configuration per the proposed rezoning plan Planning Board was reviewing. This comment was not based on an actual plan prepared for a PRD at the time of the Planning Board. Since then, an actual PRD concept plan was prepared and shared with you showing how the site could be developed with 36' wide lots and a more efficient street layout. This is what accounts for the additional lots which increased from 190 to approximately 234.

Please let me know if you have any questions or need any additional information.

LUKE DICKEY PLA

Vice President

P (336) 723-1067 x1119 | D (336) 537-2384



From: Kevin Mundy <kmundy@cityofws.org>

Sent: Thursday, October 13, 2022 4:10 PM

To: Luke Dickey <LDickey@stimmelpa.com>

Cc: Joseph Anderson <janderson@pangialaw.com>; Darrell Hawkins <darrell.hawkins@kw.com>; Aramati Ishaya <aramati1@yahoo.com>; Peggy Danner <iufan350@yahoo.com>; Bud McIntire <bbveloce@comcast.net>; Jessica Lawson <jesslawson77@gmail.com>; VAUGHN JOHN <vjohn10152@aol.com>; Elizabeth Hardin Villegas <ehv1128@gmail.com>; Sam Villegas <sjvwsnc@gmail.com>; Sandra R. Keeney <SANDRARK@cityofws.org>; John Larson <John.Larson@cityofws.org>; Annette Scippio <annettes@cityofws.org>; James Taylor Jr <jamestjr@cityofws.org>; Jeff MacIntosh <jeffm@cityofws.org>; Mayors Office <mayorsoffice@cityofws.org>; Robert Clark <robertc@cityofws.org>; Barbara Hanes Burke <bhburke@cityofws.org>; Denise Adams <denisea@cityofws.org>; Chris Murphy <chrism@cityofws.org>

Subject: RE: [EXTERNAL] W3529 please vote No

Luke:

I have never in my life felt so much like I was shooting at a moving target! My number one concern in this rezoning case is SAFETY. In spite of the many constraints and obstacles that greatly limit what I can and can't do, my primary goal is to choose the option that is the least dangerous for my neighbors in the vicinity of Somerset Heights. I live in this neighborhood, so any decision the Council makes will impact me as well. About the only thing I can do is try to minimize the total number of trips per day generating from this new development.

I abhor "he said/she said" arguments, but that's what we have here. Sam Villegas distributed the email at the bottom of this thread earlier today indicating that True Homes would not pursue the PRD option. Yet in the email exchange below from 10/6, you clearly state to Sam that True Homes does in fact plan on using the PRD option if the request to rezone these 88 acres from RS-9 to RM-5 is not approved (highlighted in yellow).

Has anything changed here? Are there conversations going on that I'm not aware of or haven't been briefed on? It has become very difficult for me to distinguish between actual facts and "alternative facts." Kellyanne Conway was never a good source for truth, so I prefer the actual facts. Please let me know if you can shed any light on the veracity of Sam's claims, and take this opportunity to update me if the site plan or anything else has changed since the last time you and I spoke.

EMAIL FROM 10/6

Sam,

It was good to talk to you this afternoon. Here is the summary of the discussion:

1. Proposed RM5 updated plan does show 55' wide lots. The lots closest to Lockwood are also 55' wide. A prior concept version did show an option for the lots to meet minimum RS9 lot requirements of 65' wide lots
2. Regarding the PRD concept not meeting the PRD requirements. You had mentioned the provision of the Incentives for Density Bonus (for floodplain) as outlined in 5.2.66 (G). To clarify, the PRD concept plan is not requesting the density bonus. Additionally, RS9 PRDs are not permitted to apply for the density bonus. The density bonus is only permitted within the YR, AG, RS40 and RS30 zoning districts. Please refer to the section 5.2.66 (F) which states:

F. MAXIMUM DENSITY Maximum residential density shall be in accordance with the zoning district in which the PRD lies, unless the incentives for density bonuses as set forth in Section 5.2.66G, Incentives for Density Bonus, apply.

Maximum Density Permitted for RS9 is approximately 4.84 units/lots per acre (43,540 SF divided by 9,000 SF).

Total permitted units/lots for an RS9 development on 88.08 acres is 426 units/lots. The PRD concept proposes 234 units/lots which is 2.66 units/lots per acre.

3. The comment that True Homes "is not interested in actually pursuing a PRD" is not correct. True Homes preferred plan is rezoning to RM5 per the most recent concept plan prepared and provided. If the rezoning request cannot gain support from City Council and is not approved, True Homes would pursue the PRD option. This is the same as stated in the email to the neighborhood that CM Mundy sent. My apologies if I was not clear on those points in my brief conversation with Bud prior to Monday's City Council meeting.

Thanks,

LUKE DICKEY PLA

Vice President

P (336) 723-1067 x1119 | D (336) 537-2384

From: Sam Villegas <sjvwsnc@gmail.com>

Sent: Thursday, October 13, 2022 9:53 AM

To: Sandra R. Keeney <SANDRARK@cityofws.org>; John Larson <John.Larson@cityofws.org>; Annette Scippio <annettes@cityofws.org>; James Taylor Jr <jamestjr@cityofws.org>; Jeff MacIntosh <jeffm@cityofws.org>; Kevin Mundy <kmundy@cityofws.org>; Mayors Office <mayorsoffice@cityofws.org>; Robert Clark <robertc@cityofws.org>; Barbara Hanes Burke <bhburke@cityofws.org>; Denise Adams <denisea@cityofws.org>

Cc: Joseph Anderson <janderson@pangialaw.com>; Darrell Hawkins <darrell.hawkins@kw.com>; Aramati Ishaya <aramati1@yahoo.com>; Peggy Danner <iufan350@yahoo.com>; Bud McIntire <bbveloce@comcast.net>; Jessica Lawson <jesslawson77@gmail.com>; VAUGHN JOHN

<vjohn10152@aol.com>; Elizabeth Hardin Villegas <ehv1128@gmail.com>

Subject: [EXTERNAL] W3529 please vote No

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Mayor Joines, Mayor Pro Tempore Adams, Members of the Council,

We ask you not be swayed by the threat of a PRD by the Petitioners. Vote No on rezoning W3529.

Up until lately the implied threat to those of us in Opposition to W3529 has been "be careful what you wish for." The implication, of course, was you might not like what comes even more.

When asked about a PRD at the Planning Board hearing the Petitioners representative stated he thought they could accommodate about ~ 190 such units in the available space suitable for construction. (40%+ is not suitable for construction because it's under water or floodplain.)(See Planning Board video at 1:56) Our inference from the beginning was, however, that True Homes was not in that business.

You may know that now Petitioners have taken the position that they will build a PRD of ~234 units on **35 foot** lots, *if you don't allow them this rezoning*. 40 units **more** than they "**testified**" (Chris Murphy's words) to at planning review was actually possible.

Since this case has taken longer than the Petitioners expected, they have resorted to what, in my opinion, is an actual, but not credible, threat to the Council, CM Mundy and the residents of the surrounding neighborhoods. We can find no history of such types of neighborhoods in True Homes portfolio. When asked for evidence of such building types elsewhere we received absolutely nothing in response. This would be an entirely NOVEL type of unit for the firm. We think TH wants to perpetuate a good reputation. Building homes of such low character and caliber will damage their claimed reputation.

For that reason we feel this is a cynical bluff designed to provide "cover" to CM Mundy and to the Council for making a decision adverse to the wishes of its constituents, the residents of the adjacent Neighborhoods. Strong Neighborhoods are what made Winston-Salem a great City.

To reiterate, we do not and have not opposed a credible development on this parcel. A neighborhood that is in keeping with the suburban character of the surrounding RS9 neighborhoods, most of which are on lots larger than RS9.

Do not allow such a cynical abuse of the system to stand. Vote no on W3529.

Samuel Villegas

2581 Lockwood Dr
WS, NC 27103

PS: It is beyond the scope of this message to address the apparent abuse of the PRD process across the City in general.

From: bucksfishing2@aol.com
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Rezoning request
Date: Tuesday, October 25, 2022 7:40:55 AM

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Good afternoon. My name is William Rogers. I live on Brookridge drive which joins on to Somerset drive. I would like to voice my opinion against the rezoning of property on Somerset drive. The streets in that area cannot take all the extra traffic that the proposed project would produce. It would also increase the amount of traffic in Salem Woods from people who do not live there using residential streets as a shortcut from Somerset drive to Jonestown Road, I am against this proposal, and it should be denied.

Thank you,
William Rogers

From: [Carolyn A. Highsmith](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] Fwd: W-3529 Zoning Case on AGENDA for 11.1.22 City Council Mtg--WS Neighborhood Alliance Urges Denial of the W-3529 Zoning Case
Date: Thursday, October 27, 2022 3:36:43 PM
Attachments: [image.png](#)

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Please see that City Council members receive this previous Public Comment Email from the W-S Neighborhood Alliance regarding the W-3259 Zoning Case. Thank you.

Sincerely,

Carolyn Highsmith
W-S Neighborhood Alliance

Sent from my iPhone

Begin forwarded message:

From: "Carolyn A. Highsmith" <carolyn_highsmith@outlook.com>
Date: August 2, 2022 at 5:56:58 PM EDT
Subject: Fw: W-3529 Zoning Case on AGENDA for 11.1.22 City Council Mtg--WS Neighborhood Alliance Urges Denial of the W-3529 Zoning Case

From: Carolyn A. Highsmith <carolyn_highsmith@outlook.com>
Sent: Monday, August 1, 2022 2:50 PM
To: Annette Scippio <annettes@cityofws.org>; Denise D adams <denisea@cityofws.org>; Barbara Burke <bhburke@cityofws.org>; Jeff MacIntosh <jeffm@cityofws.org>; John Larson <john.larson@cityofws.org>; James Taylor <jamestjr@cityofws.org>; Kevin Mundy <kmundy@cityofws.org>; Robert C. Clark <robertc@cityofws.org>; Mayor Allen Joines <mayorsoffice@cityofws.org>; City Clerk <sandrark@cityofws.org>
Subject: RE: W-3529 Zoning Case on AGENDA for 8.2.22 City Council Mtg--WS Neighborhood Alliance Urges Denial of the W-3529 Zoning Case

Dear Mayor Joines, Mayor Pro Tem Adams, and Members of the W-S City Council:

The Winston-Salem Neighborhood Alliance (WSNA) urges denial of the request to change the current RS9 zoning to RM5-S zoning in Case W-3529 on the basis of the traffic impact from this too intense development on Lockwood Drive. This increase in traffic given the size and intensity of this proposed development would irreparably transform the quality of life on this small neighborhood street. WSNA believes that the lack of options for additional access points makes rezoning to greater density inappropriate, as the increased density would be severely more impactful for the neighboring residents. Therefore, any new future development in this neighborhood area should continue with the current RS9 zoning.

Sincerely yours,

Carolyn Highsmith

On behalf of the W-S Neighborhood Alliance (WSNA); WSNA
Zoning Committee

President, Konnoak Hills Community Association

Chair, Konnoak Hills Neighborhood Watch Group, Police District 3,
Beat 313

Vice President, New South Community Coalition

Landline Phone: 336-7888-9461

Email: carolyn_highsmith@outlook.com



WINSTON-SALEM
NEIGHBORHOOD
ALLIANCE

From: [Stephenie Kissinger](#)
To: [Sandra R. Keeney](#)
Subject: [EXTERNAL] W3529
Date: Friday, October 28, 2022 7:25:35 AM

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To whom it may concern:

I am writing to express my opposition to the rezoning proposal for the wooded area at the end of Lockwood Dr. We love our neighborhood the way it is and oppose this proposal because it would change the layout, traffic, safety, and overall character of it.

Thank you,
Stephenie Kissinger

Sandra R. Keeney

From: Bud McIntire <bbveloce@comcast.net>
Sent: Friday, October 28, 2022 9:41 AM
To: Sandra R. Keeney
Subject: [EXTERNAL] W3529 Opposition Memorandum
Attachments: City Council letter 10.27.22.doc

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Good morning. Would you please distribute the attached memorandum to the City Council members today? I would like them to have this for review over the weekend.

Thank you.

William 'Bud' McIntire/1681 Little Creek Circle

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This email has been checked for viruses by Avast antivirus software.

<https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.avast.com%2F&data=05%7C01%7Csa ndrark%40cityofws.org%7Cff182b3502c24f35d88c08dab8ea1454%7Cc6051b73e60a4f458734a4c88ebaa3ee%7C0%7C0 %7C638025612775521184%7CUnknown%7CTWfpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I k1haWwi LCJXVCi6Mn0%3D%7C3000%7C%7C%7C& sdata=5JZXi8BPCuX4hzCX%2B%2B4Z7Qx2Ib8WP1%2B24xygfUvebEA%3D &reserved=0>

MEMORANDUM

TO: Winston-Salem City Council

FROM: William 'Bud' McIntire; 1681 Little Creek Circle; Winston-Salem

DATE: October 27, 2022

RE: W3539/Proposed Somerset Heights Development vs. *LEGACY 2030*

As you know, the City & County spent many thousands of dollars and significant amounts of the Planning Department's staff time & expertise along with input from the citizenry to create the ***LEGACY 2030*** framework for all development.

A key part of that document was identifying Growth Management Areas(GMAs) from urban to rural. The neighborhoods surrounding the proposed W3529 is GMA 3/Suburban. I would like to point out two significant contradictions of the proposed development vs. *LEGACY 2030*.

- One of the stated goals of the plan states: 'increased overall residential density was a primary goal'(Objective 2, p.32) within all GMAs. To that end the subject property was zoned RS-9, which calls for a minimum lot size of 9,000 square feet or ~1/5 acre. Nearly all of the 600+ homes in the surrounding neighborhoods are on 1/3-1/2 acre lots...**meaning that the current zoning is already twice the density of the existing neighborhoods AND meets the stated goal of increased density.** The Developer is proposing lots of ~1/6 acre(~7,000 square feet; 55'w x 130'd) so four times the existing density. They are also hanging over our heads a Planned Residential Development(PRD) with even smaller lots...1/10 acre(~4,000 square feet; 36'w x 100-120'd). **These lot sizes and densities do not even take into account the introduction of townhome/attached units, which further goes against the stated goals of the *Legacy 2030 plan!***

- Another goal of the *LEGACY 2030* plan states: ‘Specific strategies can then be formulated **‘to protect and improve the character of each growth management area’**(emphasis mine). While the existing RS-9 zoning may well do this, the combination of much smaller lots, lower price points and multi-family units in the middle of the existing neighborhoods **neither ‘protects nor improves’** our GMA!

I have been told by the Planning Director that the *LEGACY 2030* plan ‘...sets aspirational goals and provides the framework for more detailed area plans...’ In the case of the proposed development, **those clearly-stated aspirations are being thrown aside in the quest for more housing & tax revenues regardless of the negative impact on the hundreds of property owners who have paid property taxes for decades.** In fact, greater revenues would be realized from RS-9 housing than from the proposed development, as would greater revenues to the Developer. To them, it is the ‘sales velocity’ or absorption rates that is driving the smaller detached and attached homes...to the detriment of the existing neighborhoods and, by setting a precedent like this, to the detriment of the City. **We respectfully ask that the City Council vote ‘NO’ on this rezoning application.**

Lastly, we have been told that, should the City Council not approve the rezoning request that the Developer will proceed with a Planned Residential Development(PRD), which only requires approval by the Planning Dept.. A specific requirement of the PRD standards states: **‘The character of a PRD should be appropriate to the GMA in which the PRD is located along the urban to rural continuum.’** (UDO, Section 5.2.66, ‘Purpose’). Clearly the even-denser, even lower-priced PRD is **far less appropriate** than the already inappropriate rezoning request. **We ask that the City Council require the Planning Dept. to reject a PRD application on the basis of this specific requirement.**

Sandra R. Keeney

From: Bud McIntire <bbveloce@comcast.net>
Sent: Friday, October 28, 2022 4:08 PM
To: Sandra R. Keeney
Subject: [EXTERNAL] Submittal for City Council/W3529
Attachments: W-S City Council letter, 8.17.22 (1).doc

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Sandra,

Please forward the attached letter to the City Council members for their deliberations on the W3529 rezoning application.

Thank you.

William 'Bud' McIntire

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<https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.avast.com%2F&data=05%7C01%7Csa ndrark%40cityofws.org%7C6879ddbdaeb64a25383908dab92036e5%7Cc6051b73e60a4f458734a4c88ebaa3ee%7C0%7C0%7C638025845389245017%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTEl6lk1haW wiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=VbU9Bo2LQ0JAKs3mFgNtxRAPPQaKn1IVU5A0pwsvfR4%3D&am p;reserved=0>

William C. 'Bud' McIntire
1681 Little Creek Circle, Winston-Salem, NC 27103
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October 28, 2022

RE: Rezoning Application W-3529

TO: Winston-Salem City Council:

On behalf of the Little Creek & Huntington Woods Committee opposing this rezoning application, I am writing to clarify our positions on a proposed rezoning that will negatively impact our neighborhoods. As a homeowner in Little Creek, an architect, and a former VP/Architecture with John Wieland Homes & Neighborhoods in Atlanta(also Charlotte, Raleigh, Charleston & Nashville), I offer a constituent's perspective and credible experience in both the homebuilding industry and residential planning.

Specifically, I am writing this letter to proactively address & correct misrepresentations that we have encountered regarding this re-zoning application. Correcting misunderstandings and clarifying facts will lead to better decisions by the City Council. These five misunderstandings are, as follows:

Misunderstanding #1: "The property owners in the Huntington Woods and Ashford Place neighborhoods are NIMBYs who would only support a new development with large lots and large homes like theirs."

Clarification: *Inaccurate.* The property owners recognize that large lot sizes in these neighborhoods are a thing of the past and do not expect to duplicate these communities. We have consistently pointed out in our correspondence with both the Planning Board and City Council that we are specifically **not** NIMBYs who oppose any development.

Misunderstanding #2: "The property owners in the Huntington Woods and Ashford Place neighborhoods want no development whatsoever."

Clarification: *Inaccurate.* We recognize and respect Winston-Salem's *Legacy 2030* Plan, the corresponding/existing zoning ordinances (which designate this property as RS-9), and the rights of the property owner and developer. We believe that there can be thoughtful and appealing development in Winston-Salem with an RS-9 ordinance. Cliffdale Woods on N. Cliffdale Drive (between Country Club Rd. and Silas Creek Pkwy) is an excellent example of a new RS-9 development. Other than our legitimate concerns that need to be addressed regarding traffic and pedestrian safety, we have no objection to a development being built under the existing zoning. Additionally, the RS-9 zoning calls for lot sizes and densities which are about twice that in the existing neighborhoods, so the *Legacy 2030* goal of higher densities is being met.

Misunderstanding #3: "The neighborhoods of specifically Huntington Woods and Ashford Place are 'classist', and they think the proposed homes aren't 'good enough'."

Clarification: *Untrue.* To characterize *any* neighborhood in Winston-Salem with a single label, is, of course, offensive. In fact, our neighborhoods **represents a diversity of income, race, ethnicity**, and house size. We feel confident that the City Council does not and will not make any decision based on simplistic and inaccurate labels like this.

Misunderstanding #4: "The lot size in the re-zoning request (50-55' wide) is similar to existing homes in the neighborhood."

Clarification: *Inaccurate.* In fact, most lot widths in our existing neighborhood are 100' or more in width. At the same time, we realize that lots of this width are rarely possible in today's market. We accept the 60' x 150'(9,000 square feet) minimum lot size called for in the existing RS-9 zoning.

Misunderstanding #5: “There is only one buyer profile,” as attributed to Mitchell Silver, a well-known urban planner who was the former Director of Planning & Development for Raleigh until 2014 and also President of the American Planners Association.

Clarification: *This is an incomplete and inaccurate representation of Mr. Silver's work.* In fact, in developing a Comprehensive Development Plan for Raleigh, Silver specifically takes into account diverse housing preferences by the Generations X, Y & Z, and older Boomers. His work supports the truism that people want choices. For example, research indicates that younger generations are increasingly car avoidant (<https://millennialmagazine.com/2020/07/01/a-carless-generation-why-millennials-would-rather-take-a-hike-than-cruise-the-roads/>), We're also learning that younger buyers tend to prefer to reside in mixed use (residential, retail, and office) developments so that they can walk, bike, or Uber where they want to go. Unfortunately, the proposed zoning change and subsequent development appears to ignore demographic trends and instead would attempt to insert a much denser neighborhood in the middle of a suburban/GMA 3 environment with poor walking access to any retail and with limited public transportation to other parts of the city.

In conclusion, we appreciate that Winston-Salem has a housing deficit of up to 15,000 units, and we support a development in our neighborhood that would help reduce that deficit. At the same time, **we want this growth to fit the Legacy 2030 goals and not grasp at any new residential development regardless of appropriateness.** Above all, we support a comprehensive plan for Winston-Salem that is grounded in a long-term vision. The existing zoning ordinance codifies that planning vision. It was established for excellent reasons by qualified urban planners. We ask: What is the point of having the *Legacy 2030* vision, only to ignore it?

We are very appreciative of Mayor Joines' willingness to meet with us at length and in person, to better understand the issues at hand.

We ask that the City Council carefully consider the points outlined above and reach out to us if they require any further clarification or information. In return, as citizens of the vibrant, growing city of Winston-Salem, we appreciate your service on our behalf.

Respectfully,

William C. 'Bud' McIntire

Sandra R. Keeney

From: Sam Villegas <sjvwsnc@gmail.com>
Sent: Tuesday, November 01, 2022 10:39 AM
To: Sandra R. Keeney
Subject: [EXTERNAL] W3529 Opposition
Attachments: Somerset Heights.pdf

*** CAUTION! EXTERNAL SENDER *** STOP. EVALUATE. VERIFY. Were you expecting this email? Does the content make sense? Can you verify the sender? If the email is suspicious: Do not click links or open attachments. Click the Report Message button in Outlook to notify Information Systems.

Ms. Keeney,

Please add this document to the Council Meeting Record in Opposition.

Thank you

Sam Villegas
2581 Lockwood Dr
WS, NC

SOMERSET HEIGHTS

Winston Salem, North Carolina

Meeting on-site, 2581 Lockwood Drive, Winston-Salem, NC.
October 28, 2022

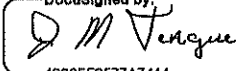
Attendees: Mark Teague, PE, J.M. Teague Engineering and Planning
Robert Grasso, RLA, Land Planning Collaborative
Sam Villegas, Homeowner
William 'Bud' McIntire, Homeowner

Observations from site visit and review of site plan and supporting documents including the Traffic Impact Analysis:

- Redistributed traffic from Somerset Drive through Lockwood Drive to Jonestown Road.
 - The impact of potential cut-through traffic should be addressed and mitigated.
 - The potential cut-through traffic could increase the volume of traffic on Lockwood Drive.
- Sidewalks along Somerset Drive and Lockwood Road.
 - Although the TIA addresses the efficiency of vehicular traffic flow, pedestrian safety and operation should be addressed along Lockwood and Somerset.
 - Current residents in adjoining neighborhood use Lockwood Drive and connecting streets for walking recreation, sharing the streets with vehicles.
 - Additional vehicles will create increased safety challenges for existing pedestrians on Lockwood.
 - Increased pedestrian from the site is expected along Somerset, which creates the need to complete the existing sidewalk gap from US 158 to the site main access.
- Speed Limit reduction for Somerset Drive and Jonestown Road.
 - The City should consider a speed limit reduction along Somerset Drive and Jonestown Road.
 - "Dead Man's Curve" on Somerset Drive, near the proposed main entrance, has a crash history, which will likely increase with additional road users added to the network.
- Traffic calming measures for Lockwood Drive.
 - Traffic calming measures should be considered for Lockwood Drive to encourage Somerset Heights residents to use the main entrance at Somerset Drive.
- Emergency gated entrance at Lockwood Drive entrance.
 - The City should consider a siren activated emergency gate for police, fire and emergency vehicles.
 - A gated entrance for emergency vehicles only would prevent Somerset Heights residents from having access on Lockwood Drive.
- Sight distance at Lockwood Drive and Jonestown Road.
 - The TIA should address available sight distance at the impacted intersections studied to ensure City, NCDOT, and AASHTO requirements are met.

- Vegetative removal may have to occur on private property to improve the sight distances.
- The Main site access along Somerset Drive appears to be just shy of the apex of a horizontal curve, which usually creates the least amount of sight distance possible in one direction. Consideration should be made to relocate this access point to a location that meets City, State, and AASHTO requirements.

Respectfully submitted,

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Mark Teague, P.E., CPM
J. M. Teague Engineering and Planning