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**Subject:** Formal Opposition to Rezoning and High-Density Development in Wingfield Springs

Dear [City Council / Planning Commission Members],

I wish to express my firm opposition to the proposed rezoning that would allow for the development of approximately 800 homes within the Wingfield Springs community.

This proposal is not a minor adjustment—it is a fundamental change to the land-use framework that has guided this community since its inception. Wingfield Springs was clearly presented and developed as a planned community defined by open space, lakes, golf courses, natural surroundings, and lower-density residential character. These features were central to the expectations of homeowners and were relied upon by residents when making significant long-term investments.

Approving this rezoning would undermine those expectations and represent a clear departure from the adopted planning vision.

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### **Inconsistency with Established Planning Framework**

The proposed density increase conflicts with the intent of the existing master-planned development. Planned communities depend on predictability—residents, builders, and the City all rely on agreed-upon land-use assumptions.

Changing those assumptions after the fact:

- Erodes trust in the planning process
- Weakens the integrity of development agreements
- Creates uncertainty for all future land-use decisions

If this change is approved, it sets a precedent that no aspect of a planned community is truly stable, regardless of how it was marketed or understood at the time of purchase.

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### **Traffic and Infrastructure Capacity Concerns**

This proposal would introduce a substantial increase in traffic into an area that already relies heavily on limited arterial connections.

Primary access routes—particularly Pyramid Highway—already carry significant daily traffic volumes and are undergoing expansion projects to address existing congestion. Introducing thousands of additional daily trips from this development will inevitably:

- Increase congestion at already burdened intersections
- Extend peak commute times
- Place additional stress on signalized corridors and collector roads

Even under optimistic assumptions, infrastructure in the area is not currently positioned to absorb this level of new traffic without measurable degradation in performance.

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### **Developer Responsibility for Infrastructure**

If any zoning change were to be considered—which I respectfully believe it should not—there must be clear, enforceable conditions requiring the developer to fully fund all necessary infrastructure improvements.

This must include:

- Roadway widening and intersection upgrades
- Traffic signal improvements and capacity enhancements
- Drainage and stormwater system upgrades
- Utility and service infrastructure expansion

It is not appropriate for existing residents or taxpayers to bear the cost—financially or functionally—of infrastructure demands created by a private development proposal.

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### **Irreversible Impact to Community Character**

Once approved and built, this level of density cannot be undone. The loss of open space, increased traffic, and change in scale are permanent.

Wingfield Springs is not simply a location—it is a community shaped by intentional planning decisions that prioritized space, environment, and livability. This proposal fundamentally conflicts with those values.

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## **Conclusion**

For all of these reasons—

- inconsistency with the planned community framework,
- foreseeable traffic and infrastructure impacts, and
- the precedent such a decision would set—

I respectfully urge you to **deny the requested rezoning**.

Growth should be guided by long-term planning principles, not short-term changes that compromise established communities. Upholding the original intent of Wingfield Springs protects not only current residents, but the integrity of the City's planning process as a whole.

Thank you for your time and your careful consideration of this important matter.

Sincerely,

Mike Nolan