

From: [Carol Crabill](#)
To: [-- City Clerk](#); [Kevin McDonnell](#); [Karen Nau](#); [Mike Healy](#); [Barnacle, Brian](#); [Dennis Pocekay](#); [John Shribbs](#); [Janice Cader-Thompson](#)
Subject: EIR Creekwood
Date: Tuesday, September 10, 2024 1:01:00 PM

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Dear City Councilmembers,

If you haven't walked the neighborhood, I wonder if you can understand why the Creekwood Housing Development as currently designed should be rethought.

If you haven't 1) witnessed the chaotic traffic on Casa Grande Road during the morning drop off and afternoon pick up of Casa Grande High School students, or 2) visualized what the new U-shaped street will add to traffic woes or 3) strolled through the senior apartments at 400 Casa Grande Road to imagine how three-story condominiums will block the winter sun, how can you vote responsibly?

The developers at their June "neighborhood meeting" could not give us even a rough estimate of what buyers of Creekwood homes will pay to live there. Who will afford to live there? Those who work here and commute long distances to work here? Or people who work elsewhere but want to live in Petaluma and will commute elsewhere to work?

There are already significant traffic issues on Casa Grande Road, especially related to when school is in session. But try to imagine students and neighborhood residents exiting during an emergency, such as a wildfire or an earthquake, and the possible injury or loss of life due to residential overcrowding across the street from a high school that has a student body 1.5 times that of Petaluma High.

The aforementioned three-story condominiums will shade seniors' vegetable gardens and wall off the energy- and cost-saving sun to some apartments in winter. Please consider restricting the condominiums to two stories, which will lessen the negative effect on the residents of this PEP Housing complex.

As you consider how you will vote on this EIR, please consider that, currently, there is no representative from District 4 on the Petaluma City Council. Despite the belief that some of you have that you represent all Petalumans, you only have the constituents from your own districts who, through their votes, hold you accountable. Those of us who live in District 4 do not have a representative to hold accountable.

Carol Crabill

From: [MARILYN SULLIVAN](#)
To: -- City Clerk
Subject: Creekwood Housing Development
Date: Tuesday, September 10, 2024 1:08:17 PM

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This e-mail addresses my concerns and opposition to the density of the Creekwood Housing Development project proposed to be built along Casa Grande Road. This high density development will most certainly have an environmental impact on the immediate area in terms of resources used, traffic and gas emissions. There is a seasonal creek that will also be impacted. The site proposed is presently an open space lot where sheep graze - an integral part of the Petaluma landscape.

The Creekwood development does not have any open space, a park or adequate parking. The public trail proposed does not equal a park or a place for people to gather. This project just offers "stack and pack" type housing offering only dollars for the developer and tax dollars for the city and county.

Also, this area has already experienced a housing project (Makena Homes) taking the place of an open, agricultural space where sheep once grazed. Due to the density of the Makena Homes project, traffic and parking has overflowed into the Casa Del Oro neighborhood.

In essence, small agricultural areas are being given up for monetary gain, thereby changing key elements that make up the unique Petaluma landscape.

Please consider a "No Project" vote on this project or at the very least, less density in terms of single family homes that will fit in with the rest of the neighborhoods.

From: [Patricia Belichick](#)
To: -- City Clerk
Subject: Creekwood Housing Development--COMMENTS FROM SPYGLASS ROAD RESIDENT
Date: Sunday, September 15, 2024 12:39:37 PM

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Hello City Clerk of Petaluma,

As a resident of Spyglass Road, I walk w/ my dog, 3-4 times daily throughout the Spyglass Road, Silverado Circle, Ely, Frates Road, Satori, Del Oro, Del Rancho, Casa Grande Road, & path along Adobe/Casa Grande Creek.

The debris, litter & trash humans leave along the streets & path make this scenic environment very unpleasant & appears disregarded. It should be a valued greenbelt and preserved by the City of Petaluma.

I've read a bridge over the creek is considered in the plan but advise IT DOES NOT OCCUR since this corridor is FILLED WITH WILDLIFE. I have observed: Skunks, Possums, Foxes, Deer, Owls, Hawks, Ducks, Squirrels, Salamanders, Lizards, Mice, Rats, and other small creatures. The photo below is a Great Horned Owl which I have seen repeatedly over the past year. Wildlife Rescue rehomed 2 fledging's here on Spyglass Road from the Casa Grande Campus in 2023 after the nest fell from a tree.

An Adobe/Casa Grande Creek study discovered fish in the creek. Reference link here & excerpt printed below: [https://en.wikipedia.org/wiki/Adobe_Creek_\(Sonoma_County,_California\)](https://en.wikipedia.org/wiki/Adobe_Creek_(Sonoma_County,_California))

If more people walk through via a bridge, only more debris, litter & trash will pollute the creek. As it exists now: a pristine wildlife enclave, it should continue to thrive in this suburban setting without negative human impact, instead it should be valued, enhanced & protected.

The City of Petaluma should responsibly care for this WILDLIFE CORRIDOR. The City of Petaluma should reject spending money on a bridge & instead use the funds to maintain & improve the existing pathways as they flow south toward the Petaluma River.

Sincerely,

Patricia Belichick

[REDACTED] Petaluma, CA

[REDACTED]

In 1983 a high school student group organized by school instructor Tom Furrer founded United Anglers of [Casa Grande High School](#) to restore Adobe Creek stream habitat and to see if they could restore [steelhead trout](#) (*Oncorhynchus mykiss*) populations. At that time Adobe Creek was considered a "dead stream" and was a dry, littered riverbed most of the year, although tiny steelhead trout could be found in occasional shallow, drying pools.^[5] The students hauled truckloads of trash out of the creek and planted thousands of [Coast Douglas-fir](#) (*Pseudotsuga menziesii*) and [willow](#) (*Salix*) trees to shade and cool the waters. They successfully lobbied Petaluma City Hall officials to re-open Lawler Dam, which was hardly used and kept water from the creek much of the year. In October 1992 Adobe Creek was restored as a free-running stream for the first time in 8 decades. The next year, hundreds of steelhead fingerlings were counted in Adobe Creek and the native steelhead population has recovered without restocking.^{[5][6]} Genetic analysis has proved the steelhead trout (*Oncorhynchus mykiss*) spawn and rear in the Petaluma River watershed are wild, not hatchery, stock.^[7] In 1990, five [Chinook salmon](#) (*Oncorhynchus tshawytscha*) returned to spawn in Adobe Creek, the first time documented in a century.^[8] In 1993 the organization constructed a salmon hatchery at the high school. In 1996, the creek was the subject of a habitat restoration project which built a step pool near Adobe Road for the benefit of migratory fish.^[9] In 2001, students studied the creekbed during low summer flows, and made the scientific discovery that Steelhead fry spend the summer in the creek substrate, re-emerging when flows become reestablished.^[8] In 2002, a record 74 Chinook salmon return to spawn along with native Steelhead trout who continue to use the creek annually

From: [ahillstead](#) [REDACTED]
To: -- City Clerk
Cc: [Barnacle, Brian](#); [Janice Cader-Thompson](#); [Dennis Pocekay](#); [Karen Nau](#); [Mike Healy](#); [John Shribbs](#); [Kevin McDonnell](#)
Subject: Comments for Creekwood Development Housing Project
Date: Friday, September 13, 2024 12:33:59 PM

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My name is Amy Hillstead and I am a resident of the new Makenna community directly adjacent to the proposed Creekwood development. Prior to moving into Makenna, I lived in an affordable HLT home in the Southgate community for 10 years. That community is just one mile South from the proposed project, so I am very familiar with this area, as well as the need for higher density projects.

With that said, in an effort for the proposed Creekwood project to be a “good” neighbor, I am asking for the city to modify the proposed plan in these ways so the development can sufficiently meet the parking needs and lifestyles of its residents by:

- (1) eliminating the 3-story triplexes that are not in harmony with any other building or housing development in this area, and replace with 2-story townhomes and duets,**
- (2) installing wider, side-by-side, cement driveways that can comfortably accommodate two larger vehicles, and/or**
- (3) requiring all units to have 2-car garages,**
- (4) adding more street and guest parking throughout the development ,**
- (5) discontinuing plans for the bridge and the connecting pathways to the Makenna and Spyglass neighborhoods.**

Regarding,

- (1) eliminating the 3-story triplexes that are not in harmony with any other building or housing development in this area, and replace with 2-story townhomes and duets.**

A significant concern with this proposed project is that its three-story triplex design is not in harmony with the single and two-story design of its surrounding southeast Petaluma neighborhoods, and is blatantly inconsiderate to its adjacent two-story existing neighbors. This is NOT a fast-paced, downtown location. This is a quiet, suburban area on the edge of town that lacks a robust and reliable public transportation infrastructure and is located on a road known to city officials as being **unequipped** to safely handle even the traffic it serves now, let alone another 59-units and their guests. Three-story triplexes are completely inappropriate for this location.

But more importantly, on paper it's says 3-story triplexes, but in reality, they will actually appear more like 4-story buildings due to this proposed development's location in the 100 year flood plain as designated by FEMA. This important FEMA fact is important because it means that the development will be built up an additional 5-6 feet to address the flood concerns and to encourage a map-rezoning by FEMA to no longer classify it as being in a flood plain that requires flood insurance for its homeowners. This exact situation occurred in the recently

completed Makenna neighborhood.

The deception by the developer in presenting the Makenna homes as just 2-story homes, instead of the lived reality of nearly 3-story residences caused immense anger by the adjacent Del Oro neighborhood that still is felt today by many within that Del Oro community. I encourage you to drive to Del Rancho Way at Del Oro Circle to see what an “elevated” 2-story residence feels like in reality to its existing neighbor, so you will better understand what a yes vote to an “elevated” 3-story building might look and feel like (4-story buildings) to their 2-story neighbors, before voting.

(Also on another related side note, to give you a different perspective, when I was an affordable HLT homeowner, I just wanted to be able to blend into the community without everyone knowing that I was part of the affordable housing community. It's hard to blend into a community and feel like you belong when you live in the only 3-4 story building in all of southeast Petaluma. The city can still achieve a significant number of higher density, lower incomes residences—albeit maybe not 59-units worth—using townhomes and duets that better fit the aesthetics of the surrounding community and allows these families to feel as though they not only belong but hopefully, we create a more welcoming environment for them with the nearby existing neighborhoods.)

I understand the need for more affordable and higher density housing but feel this should be done in a responsible and mindful approach that considers the adjacent neighbors, the safety of the road infrastructure that serves the project, and the aesthetic of the community with which it is being built, even it means that the overall unit capacity is reduced in order to maintain happy and harmonious communities as encouraged in the city's blue zone initiative.

Regarding,

- (2) installing wider, side-by-side, cement driveways that can comfortably accommodate two larger vehicles, and/or
- (3) requiring all units to have 2-car garages,
- (4) Adding more street and guest parking throughout the development,

One of my concerns for the proposed development is that because of unrealistic metrics for car usage and car ownership, this project lacks sufficient parking to be a self-contained, self-reliant neighborhood. As such, the domino parking effect caused by potential Creekwood neighbors moving into other neighborhoods to meet their parking needs, will have a direct and negative impact on nearby communities.

Examples of this can be found in both the nearby Makenna/Del Oro neighborhoods (which I will address shortly) and the Grove Apartments/Southgate neighborhoods. Both of which, have had residents seeking parking outside of their neighborhood due to insufficient housing in their own neighborhood, despite having to traverse a sizable distance to do so.

In the Southgate neighborhood, residents of the Grove apartments walk across the busy Frates Road into the Southgate neighborhood to find parking. As a result, some Southgate neighbors have started using orange cones to block Grove residents from parking in front of their homes, and neighbors have even looked into converting Southgate into a permit-only neighborhood.

As mentioned previously, the recently completed Makenna neighborhood is another example of a development that was designed with an insufficient amount of parking that ended up having negative consequences and creating tension and strife between it and the adjacent Del Oro neighborhood. This tension has led to multiple complaints being submitted to the city regarding parking violations on both sides. This is not a problem that is going away. In fact, it will only get worse once the proposed Creekwood development is complete, since this proposed project has even less parking spaces per capita than the Makenna neighborhood. It's not a matter of if there will be parking issues stemming from the proposed Creekwood project, it's a matter of when will it begin and how far-reaching will it extend?

In the Makenna neighborhood, insufficient street parking was created by (1) limited street parking due to multiple red zones along Del Rancho Way, (2) narrow side-by-side driveways that are not big enough to handle two of today's commonly, oversized vehicles, and (3) 19% of Makenna's 36-units were required by the city to be single-car, single-driveway residences. I hope the city recognizes the problematic similarities between the proposed Creekwood and Makenna communities and make changes, in kind.

Please also realize that providing insufficient parking does not motivate people to eliminate cars or change their lifestyle, it just makes people find other areas to park their cars, which will always impact other neighborhoods.

Regarding,

(5) discontinuing plans for the bridge and the connecting pathways to the Makenna and Spyglass neighborhoods.

As a natural effect of the insufficient amount of parking found in Creekwood and the proposed installation of a bridge and connected pathways to nearby neighborhoods, Creekwood residents would most surely use these quiet and easy routes to find the available parking they so desperately need.

As a result, neighborhoods will not only experience a daily influx of vehicles and pedestrians entering their streets to find parking, leading to more neighbor to neighbor animosity and strife, but they will also experience increased levels of unsupervised minors from the high school roaming their neighborhoods.

This age demographic, when unsupervised, brings unique concerns into neighborhoods associated with safety, crime, littering, property damage, and just general disrespect and disregard for neighbors and young children, in part due to the poor decisions made with their undeveloped, frontal cortexes. The high school's open-campus policy doesn't help the situation either. For these reasons, I do not support connecting the pathways between the neighborhoods or adding a bridge.

On a related side note, the Makenna pathway was not designed for this type of increased and heavy pedestrian traffic; nor was it designed for bicyclists at all. The Makenna pathway lacks sufficient safety features like street lights, and environmentally-conscience features like trash receptacles to prevent trash from going into the creek and affecting protected fish and wildlife populations. The pathway is narrow and does not allow both pedestrian and bicycle traffic to safely pass each other. The 4-ft drop into the water retention basin is only separated by an easily damaged, split-rail fence that for whatever reason, teenagers like to try to balance on like a balance beam. The public entrance to the pathway is not easily visible and therefore,

most individuals accessing the pathway, do so by jumping or climbing over the gate that was installed to deter individuals from even using the private driveway as an access point. Not too mention that the Makenna pathway was not designed for year-around, heavy traffic because it was made from decomposed granite—not cement. The lived reality of decomposed granite is that it becomes a soupy mess in the rainy season and not conducive to walking on without making a complete mess of your shoes. When individuals walk on the wet surface, it leaves behind ruts and foot holes from the bicycle tires and feet, and the damaged surface stays in that condition when it dries, leaving the pathway uneven and unsafe. Not too mention, the Makenna pathway is also maintained by private citizens through an HOA. So any damages, maintenance, or improvements that would need to be made to accommodate such a drastic change in its intended use would be substantial and at the expense of its private citizens.

In hindsight, I feel it is incredibly unfair and unjust of the City to have approved such a low quality and unsafe pathway in the Makenna neighborhood that private citizens are required to maintain, knowing all along that it wanted to eventually connect other pathways to it in the name of “connectivity” and also knowing that such a connected pathway with its close proximity to the high school would absolutely effect and change the intended use of it’s small walkway. The walkway was designed and built for 36 households, not for the hundreds, if not thousands, of potential units it will now be serving in the proposed Creekwood, Spyglass, Grove Apartments, and Southgate neighborhoods whose Ely/Casa Grande route is the primary route to access the high school and public transportation locations. I would imagine that if the city was tasked with maintaining the pathway, it would have used a safer design with more durable materials.

Unfortunately, it appears that the real losers in this whole situation is now the Makenna neighbors, who will have increased traffic from both unsupervised high school minors and adult neighbors using their community either as a parking lot or a pass through, who have to pay for all the damages and maintenance that will be incurred because of it, all while fielding parking violations submitted by Del Oro neighbors.

Overall, building a community infrastructure that cannot support itself AND that puts the responsibility of supporting and absorbing the parking needs on nearby streets and communities, AND that does so under the guise of “connectivity” AND then requests private citizens to pay for the lived reality of its choices, shows lack of understanding, awareness, and care for it’s citizens and is just irresponsible, unprofessional, inconsiderate and infuriating.

I do hope that you will be mindful of the other nearby community members when approving this project. I am not asking for the project to stop, I’m asking for the city to compromise and request modifications to its design and capacity to have the least, minimal impact to all the nearby neighborhoods by:

- (1) eliminating the 3-story triplexes that are not in harmony with any other building or housing development in this area, and replace with 2-story townhomes and duets.**
- (2) installing wider, side-by side, cement driveways that can comfortably accommodate two larger vehicles, and/or**
- (3) requiring all units to have 2-car garages,**
- (4) Adding more street and guest parking throughout the development ,**
- (5) discontinuing plans for the bridge and the connecting pathways to the Makenna and Spyglass neighborhoods.**

Thank you for your time and consideration.

Amy Hillstead

[REDACTED]

4

September 13, 2024

Dear Members of the Planning Division and City Council of Petaluma

The purpose of this letter is to express our concerns about the Creekwood Housing Development proposal for 59 dwelling units that you are considering for 270 & 280 Casa Grande Road. All the signers live within the 1000-foot Notification Area per your map. Our concerns follow:

Environmental:

1. Noise pollution: What will be the impact during and post construction?
2. Congestion: Will the additional traffic in the area create more congestion? Can you confirm that there will be no lane reduction on Casa Grande Road? What will be the impact of the increased foot traffic along Adobe Creek, environmental and otherwise?
3. Aesthetics: Does this development comply with all existing zoning and density regulations or were some invented to allow for 59 units squeezed into the available space? Has the Architectural Review been conducted and has it approved the proposed building design? Have any changes been suggested to require the dwellings to have some architectural authenticity – that is, the principle that a building should connect with its environment and culture. Has there been any reconsideration of the 3-story tri-plex units on Parcel 1?
4. Sewage: What will be the effect of the increased sewage production on the city's current system?
5. Water: Will increased water demand affect the city's ability to provide water for its residence during drought years?

Affordability:

1. Who is your constituency? Is there a demand for tri-plex and duplex configurations?
2. We assume that the bare minimum of 15% for inclusionary housing for affordable and low-income housing will be met. As others have noted, Petaluma is experiencing the negative effects of the lack of affordable housing. Could the percentage be increased to a greater extent, say 25%?
3. Is this development really needed? Or is profit the motivation?

Longevity:


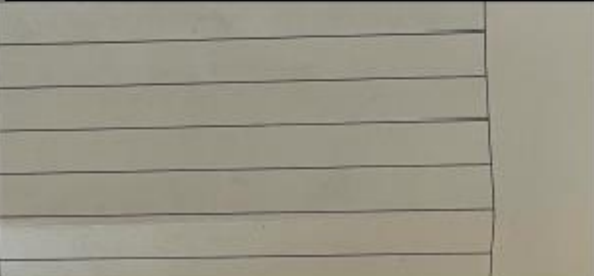
1. What is the plan to maintain the housing development? Will there be homeowners' fees that will keep the landscaping, fencing, and exteriors functioning and attractive?


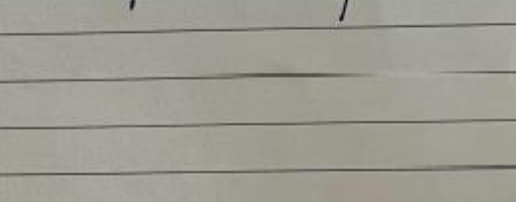
We look forward to a timely response to our concerns listed above.

Thank you,

Concerned Citizens

Signatures Attached:

Name	Address
Irvin Dorling	
Bastara Bachtell	
George Bachtell	
Christopher Vazquez	
John J. J. J.	
John J. J. J.	
Lita Kryqier	
Laura Scudder	
Michelle Lawmiller	

Name	Address
DAVID LEVIRCH	
Jeffrey Lyons	
Jean Hazen	
Ross Labrier	
Victoria LaBrier	
by Koff	
Olivia Sykes	
	

From: [Brandon Hillstead](#)
To: -- City Clerk
Cc: [Barnacle, Brian](#); [Janice Cader-Thompson](#); [Dennis Pocekay](#); [Karen Nau](#); [Mike Healy](#); [John Shribbs](#); [Kevin McDonnell](#)
Subject: Creekwood housing project comments
Date: Monday, September 16, 2024 10:52:46 AM

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I am a resident of the Makenna community and will be directly affected by the post-build effects that this proposed Creekwood development (with its connected pathways) will have on the existing nearby neighborhoods and community. In regards to the proposed Creekwood development, please do not approve this development as is. To make this development more neighborly to the neighborhoods around it, I kindly request these changes:

1 Increase and improve parking spaces by eliminating all triplexes and replacing with more of the duet homes found elsewhere in the development. Also, please pave both 2-car driveway spaces in front of each duet, and widen driveways by 12-18" to better accommodate two modern-day sized SUV's/Van/Truck vehicles that are commonly found in our SE Petaluma communities. (In addition, to encourage residents to actually use their garage for parking, please consider not installing garage doors. This is a strategy that Rohnert Park has adopted in some developments to discourage residents from misusing their garages for storage or for additional living spaces instead of for parking). Additionally, the triplexes are completely out of place for this Southeast Petaluma location and is extremely inconsiderate all of the nearby 1- and 2-story communities that are adjacent to this proposed development. Please replace with the more appropriate duets or townhomes as mentioned previously.

2 Eliminate the bridge and the connected pathways to the Makenna and Spyglass neighborhoods. The bridge and pathway will single-handedly bring hundreds of additional vehicle and foot traffic each month to the Makenna and Spyglass neighborhoods (caused by Creekwood residents trying to find additional parking and unsupervised minors heading to or leaving the high school). The increased vehicle and foot traffic in these existing neighborhoods and common areas will decrease the safety found in these neighborhoods and increase the financial burden of private citizens to maintain these areas. (FYI. The Makenna pathway and area along the pathway is owned and maintained by private citizens of the Makenna Homeowners Association. Installing a bridge and connecting the proposed Creekwood pathway to the Makenna pathway will change the use of the Makenna common area from a quiet walking path that serves 36 residences to a public pass through that serves hundreds of people per day from 5-7 nearby large neighborhoods. This change will bring greater wear & tear and damages to the Makenna common area that its private citizens will have to pay for.) It's unfair and unethical to force a change on these neighborhoods and then expect them to pay to maintain that change.

3 Redesign Casa Grande Road and Ely Road to include street parking and address known safety issues around the peak drop off and pick up times for the high school. During these peak times, these roads become extremely dangerous. Building another community on or near these busy and dangerous roads without addressing the known safety issues prior is irresponsible and negligent.

Thank you for the consideration.

Sincerely,
Brandon Hillstead

From: [Christy Booth](#)
To: [-- City Clerk](#)
Subject: Comment on Creekwood Housing Development
Date: Monday, September 16, 2024 12:05:16 PM

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Our family is new to Petaluma and we are residents of the Makenna development. We love that new apartments are being built, however, we are concerned about the practical impact of the current plan. Our primary concerns are the lack of parking, our privately managed walkway, and the dangerousness of Casa Grande Rd.

They're simply is not enough parking in the current plan.

With regards to the walkway, it is unfair that the city forced Makenna developers to install a walkway, with the residents of Makenna forced to pay for it. It's unjust that the walkway will now be part of the new development used widely by the public. Will the city be reimbursing us our HOA fees? Or will the city pay out of its own pocket to pave and upkeep this path?

As parents with a toddler, we are especially concerned about traffic on casa grande road. We would like to see improvements to casa grande before new developments are built. Vehicles drive far too fast down Casa Grande and there is no buffer between the road and the sidewalk, making it especially dangerous for small children.

Please address these issues before proceeding with the development.

Christy and Andre Owens

DRIVING ROUTES:

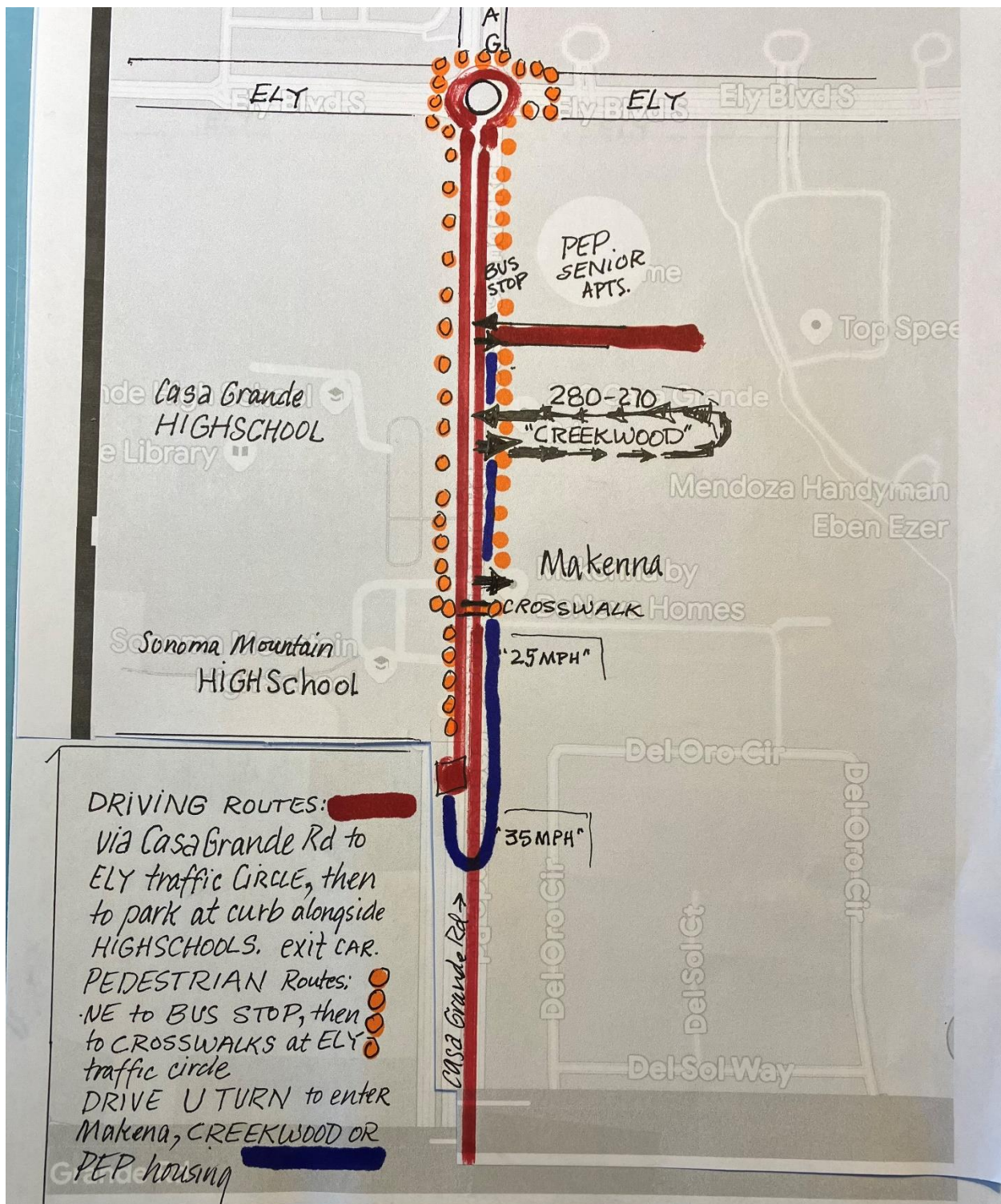
- Via Casa Grande Rd to ELY traffic circle, then to park at curb alongside HIGHSCHOOL, exit car.

PEDESTRIAN ROUTES:

- WALK TO BUS STOP, THEN TO CROSSWALKS AT ELY

TRAFFIC CIRCLE

DRIVE U TURN to enter Makana, CREEKWOOD OR PEP housing



12: draft EIR, Creekwood

270-280 Casa Grande Rd

Public hearing 9/16/2

Pedestrian and vehicle safety issues

Casa Grande Rd, Ely traffic circle are inadequate roadways for the current M-F commuter and high school vehicle/ bicycle traffic. The Creekwood proposed addition of 59 households, with >100 cars, and pedestrians from those condos is a crisis for all current and future residents. Does EIR include estimated increases in city funds to service Police and Fire emergency responses to increases in traffic collisions, speeding enforcement /other traffic violations?

Please see enclosed map with suggested pedestrian and vehicle routes for you each to personally experience the existing environment prior to your OK of the Creekwood development and its proposed TWO Exit Entry driveways to 59 homes?

From: [Susan Price](#)
To: [-- City Clerk](#)
Subject: Item 12 Creekwood Development
Date: Monday, September 16, 2024 2:08:08 PM

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PLEASE when you consider the EIR Report tonight, kindly consider the hundreds of residents, trees and animals that will be negatively affected by your decision. **Please do not approve this EIR REPORT.**

The fear of the outrageous building of so many apartments, condos and homes being built just outside my apartment is horrid and frightening to me and so many others. I live in Casa Grande Apts, a PEP Senior Housing complex, and have been so very grateful to have lived here 5 years. My main love of this area is the sheep I get to see everyday from my window. It is one of the few pleasures I and my elderly neighbors have left.

There are so many lots in Petaluma much more suitable for this project than this now beaicoloc area here on Casa Grande Road. What about the two areas on either side of D Street East and Lakeville? Plenty of space now surrounded by ugly chainlink fences. Or the area at Petaluma Blvd South up in the hills?

The 500 cars that will be driving up and down my front street to work, school and errands is frightening. To cross the street on foot or in a car is difficult and even terrifying now. If that many daily vehicles are added to the mix, I shudder to think of it.

When Casa Grande HS lets out in the afternoon, the cars are lined up for 3 blocks as it is. It's dangerous for those students who rarely look up from their phones when crossing the street. 500 more cars will most definitely cause many more accidents to these teenagers.

The homes that were built on Casa Grande a year or so ago are all having problems...something wrong with the water, not enough parking on the street, impossible to pass on their front street. They are shoved together...Its ghastly. Please don't add to that mess.

Please take this project elsewhere. Please, at the very least, do not have any structures 3 stories high at the border of the Pep property. It's clostrafobic for everyone and especially for the residents of Casa Grande Apts. Please don't ruin the little bit of happiness we have in our declining years. It's so sad and its depressing. It's difficlut to fathom.

Again, at the very very least, take care for the trees that line the

perimeter of Pep's property with a fence behind them and the now sheep grazing property. Please do not allow your bulldozers to dig in that area at least 6" from them or you will damage the roots causing still more trees to tumble.

Afterall, Petaluma is known for its beautiful old buildings, homes and pastures. Why ruin it?????

Susan Price

3 P's in a Pod

Publicity

Professional Organizer

Personal and Virtual Assistant

[REDACTED]

[REDACTED]

From: [Megan Turrell](#)
To: -- City Clerk
Subject: creek wood development
Date: Monday, September 16, 2024 2:21:05 PM

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Good Afternoon,

I live in the casa grande area and have some concerns with the proposed development. I am not opposed of additional housing, as I know we need more homes for our families. I have a few concerns about the lack of parking. I live in the new Mackenna development and can share first hand that our community is already competing for parking spaces. The reality is, most home owners have 2-3 cars at minimum. The proposed creek wood has even less parking available, one side is going to be completely red and only one with its only going to create more of a competition for parking.

As for the pedestrian pathway I think it's pretty outrageous that the city of Petaluma is asking private homeowners to maintain a public easement. The current pathway at MaKenna is not built for high traffic/volume that will receive this project proceeds. It's the NOT the city who will have to pay for the upkeep of the path but it's homeowners. I also think safety should be looked at as the path aren't wide enough for both pedestrians and cyclists who are bound to also use the path. There are many young children around and someone is likely to get hurt, but again the homeowners would be held responsible for any major injuries as it's on our property.

Finally I hope that the city planners consider the entrances the proposed development. Mackennas is extremely narrow and can only allow one car at time. This is extremely unsafe as traffic on casa grande goes pretty fast and we have already seen multiple accidents already. At least three cars have driven over the the curb and gotten stuck into the drainage area. Please consider making casa grande 1 lane for traffic, including turning lanes and allow parking on one side of traffic, this will help the senior apartments at 400 casa grande. Hopefully the proposed development will be able turn both right and left and I know the senior housing only has one way exit which is concerning if there's a need for evacuation.

Thank you for your time,
Megan Turrell

Sent from my iPhoneb

From: [Bruce Mallon](#)
To: [-- City Clerk](#)
Subject: Re: Item number 12, Creekwood development
Date: Monday, September 16, 2024 2:25:51 PM

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The Creekwood development could have as many as 150 automobiles parked inside. Traffic will be an extreme problem before and after work. School across the street will be beginning in the morning when this rush-hour traffic is begins.

Seven of these dwellings will be called low cost. Where are the new owners of these other dwellings coming from? Local Petalumens cannot afford what is going in there.

Apartments adjacent to Pep Housing will be on our borderline. This will restrict the western sunset from shining on our gardens and apartments.

These problems are a potential mental health issue for many of the people who live here.

This is a very bad idea, and a bad plan. This should be reconsidered and shrunk down to a reasonable number and relocate the apartment buildings away from the eastern edge.

There are over 100 voters living inside of the Pep Housing.

Sincerely, Bruce Mallon
resident for five years
in Pep Housing.

Always B nice

From: Jack Byrne [REDACTED]
Sent: Monday, September 16, 2024 5:47 PM
To: Orozco, Uriel <uorozco@cityofPetaluma.org>
Subject: RE: COMMENT ON CREEKWOOD HOUSING DEVELOPMENT – Draft EIR

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Attn: Uriel Orozco

I am sending this "Comment via E-mail prior to the 9/16 Council session."

<beginning of comment>

COMMENT ON CREEKWOOD HOUSING DEVELOPMENT – Draft EIR

I and MANY neighbors support additional housing in this area. However, there are serious problems evident at this environmental stage for the Creekwood project as proposed.

PROPOSED BRIDGE

- The proposed Adobe Creek bridge location would direct & funnel a large amount of pedestrian traffic (a lot of high school students) onto existing pathways and sidewalks of the Casa Grande Subdivision (CGS, Del Rancho Way) which were not designed or built for this volume – but built just for a short circular walk in this 36-home subdivision around the built basin. The existing CGS pathway is not even wide enough for a bicycle to pass a single pedestrian – and is closely bounded by trees and a sharp slope drop-off. So widening the CGS existing path would require extensive cost and environmental impact IN ANOTHER EXISTING SUBDIVISION from tree removal, slope impact, etc. – not to mention dramatically changing the original pathway design & neighborhood impact.
- We do not see any pedestrian traffic projections for the proposed bridge, especially at peak school times, and do not know if the proposed bridge would handle the Casa Grande High School traffic volume evident on Ely today. We have serious concerns around maintenance, littering, adequate safe lighting and other safety concerns for a proposed bridge-pathway.

PLEASE EITHER UTILIZE THE “NO BRIDGE” OPTION OR PUT THE BRIDGE WHERE PEDESTRIAN TRAFFIC WILL NOT BE DIVERTED TO THE UNDERSIZED CASA GRANDE SUBDIVISION.

SAFETY & PARKING

Casa Grande Road may have only a 10,000 traffic count, but it is highly problematic at peak before and after school times at Casa Grande High School. Left turns into – or out

of - our neighborhood are almost impossible to make with a single open center lane due to CGHS traffic overloads with the existing school design. I don't believe the preliminary 2027 plans yet take peak demands and localized tight entry-exits into account. **SO MORE LOCAL PEDESTRIAN AND VEHICLE ENTRY-EXIT SAFETY CONSIDERATION IS REQUIRED FOR CASA GRANDE ROAD.**

BLUE ZONES – Creating a future problem?

I don't think City leadership and staff sufficiently take to heart our Blue Zone objectives and the long-term health of neighborhoods, and have not adequately identified the downsides arising from "reduced parking" developments like the proposed. This isn't a downtown dense walk-to-employment area – it's the edge of the City. Have you studied the impact of your past direction to Staff on reduced parking, and their encouragement, on local neighborhoods? You have a great example – already the newer Casa Grande Subdivision residents are parking in the Del Oro neighborhood to their South. This "domino overflow parking affect" is increasing friction between the two neighborhoods. Creekwood is proposed with even less parking density than Casa Grande Subdivision, indicating that conditions will worsen.

TO AVOID CREATING NEIGHBORHOOD FRICTION AND HURTING MENTAL HEALTH, PLEASE INSTRUCT STAFF TO ENSURE ADEQUATE PARKING FOR THIS EDGE-OF-TOWN DEVELOPMENT – AND NOT JUST CASA GRANDE ON-STREET PARKING REQUIRED BY SCHOOL NEEDS THAT ARE NOT ADEQUATELY MET.

I look forward to a productive and beneficial discussion for a healthy Petaluma.

Jack Byrne

[REDACTED]

Petaluma, CA [REDACTED]

[REDACTED]

From: [Nicole Wehr](#)
To: -- City Clerk
Cc: [Matthew Wehr](#)
Subject: Concerns Creekwood housing development
Date: Monday, September 16, 2024 3:54:18 PM

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We are residents of Makenna Development. We are very concerned about the safety and practical impact of the current Creekwood housing plan. Our primary concerns are Casa Grande road is already a very very dangerous road. And we have extreme concerns about how the new development will make things even more dangerous. There's also not nearly enough parking in the current plan. We also have concerns about the proposed walking paths which are not designed to support accessibility for people with disabilities and in wheelchairs.

The walking paths are too narrow.
Private citizens should not be responsible for paying for the maintenance and upkeep of these pathways, especially if you are making them to be a public pathway.

As parents with two young boys, who wait daily on Casa Grande Road for their school bus to pick them up and take them to school, we are incredibly concerned about the safety and traffic on Casa Grande Road.

We would like to know how you're going to address these issues of safety concern before you proceed with the development.

Respectfully,
Matt and Nicole Wehr

From: [Melinda Tran](#)
To: -- City Clerk
Subject: Creekwood Development
Date: Monday, September 16, 2024 3:57:32 PM

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Hello,

I am writing today as a concerned citizen of Petaluma and neighbor to this planned development. There are issues that need to be addressed before development can proceed.

1. The proposed bridge and connected pathways need better planning
 2. Safety of residents due to increased traffic in the area
 3. The amount of parking intended is far to low to support the amount of units that are planned
- These are some of my top concerns but there are other issues as well. Please take this into consideration before the continuation of this project. Thank you.

Sincerely,
Melinda and Jimmy Tran