From: Carol Crabill <[redacted]>
Sent: Tuesday, September 3, 2024 2:44 PM
To: Greg Powell <gpowell@cityofpetaluma.org>; Orozco, Uriel <uorozco@cityofpetaluma.org>
Subject: EIR comment

Environmental Impact Reports should include the impact on humans.

The proposed development project Creekwood includes a row of three-story condos abutting the PEP senior housing Casa Grande Apartments. The three-story condos will cast a shadow over the seniors' gardens and apartments in winter, if not more of the year.

Traffic is a major concern. Especially during the school year, at drop-off and pick-up times at the high school, Casa Grande Rd. is chaotic. People who live on the new street Del Rancho Way have the option of entering and exiting from Del Oro Circle to Sartori Drive. The new street created with Creekwood will be U shaped and all traffic will come and go through Casa Grande Rd. Those who live in Casa Grande Apartments are concerned about getting into and out of their parking lot.

Traffic during emergencies, such as wildfire or earthquake, would seem to be especially troublesome. If an emergency happened during school hours, the traffic issues would multiply.

The ostensible primary reason for the Creekwood development is the lack of housing, and especially the lack of affordable housing in Petaluma. And yet, the homes in the adjacent project, the Mckenna subdivision by DeNova Homes on Del Rancho Way, presumably built for the same reason, sold for nearly $1 Million.

At the June so-called Neighborhood Meeting held by the developers of Creekwood, Falcon Point Associates of Pleasant Hill, they could not give those who attended even rough estimate prices for their 59 planned units, some of which will be "affordable", others will sell at "market price".

Why cram so many people into such a small space, 5 plus acres? For the developers and landowner it is money. But what is the gain for the City of Petaluma?

Even The Grove apartment complex at Frates and Ely has open space, grassy areas and shade. What will these new Creekwood 59 units look like should you walk down the street? Walk down Del Rancho Way to get a good idea and see how hot it is on a warm day, how crammed together the houses are with no room for parking or even garbage cans. See how unattractive that expensive development is. Check out the supposed community area behind the Mckenna development and note the "hole", which is what, I'm told, the Del Rancho neighbors call it. Several trees were removed prior to the development of McKenna.

It appears from the EIR that tree removal for Creekwood will be minimal. However, I did note that the oak tree on the PEP property next to the sidewalk on Casa Grande Rd. appears to be marked with a red dot. So, perhaps it will be removed? A number of the PEP property's oak trees on the fence line have branches that cross the fence. Hopefully, cutting off branches on one side of the trees will not unduly impact the health of the trees.

Adobe Creek runs behind the proposed Creekwood development. The creek has created a fragile riparian area and is a refuge for birds and other small animals, such as foxes. These will undoubtedly be impacted by 59 new housing units. And the residents will not have the benefit of hearing the songbirds, seeing the baby foxes. Flooding, of course, is always a possibility.

Carol Crabill
Casa Grande Rd.

From: Alicia [redacted]>
Sent: Thursday, September 5, 2024 2:32 PM
To: Orozco, Uriel <uorozco@cityofpetaluma.org>
Cc: Greg Powell <gpowell@cityofpetaluma.org>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Dennis Pocekay <dpocekay@cityofpetaluma.org>; Janice Cader-Thompson <Jcaderthompson@cityofpetaluma.org>; Peggy Flynn <pflynn@cityofpetaluma.org>
Subject: Creekwood Housing Development - comments on the DEIR

My name is Alicia Wolff, and we have owned our home near Del Oro Park since 2015. Please consider this email my comments on the proposed Creekwood Housing Development Draft EIR. I generally support this development project, as I believe this site is well suited for residential development and I am glad that the development includes the extension of the Adobe Creek trail and installation of a pedestrian bridge. My comments are primarily related to affordable housing, bicycle and pedestrian safety along Casa Grande Road, and usership at Del Oro Park.

With respect to affordable housing, the proposed project includes the bare minimum for inclusionary housing, which is that 15% of the units (i.e., 8.85 of the 59 units) be set aside for affordable and low-income households. It is suggested - though not explicitly stated - that those units would be located on the project site. As the affordable housing crisis has reached crisis levels throughout CA and we experience the negative effects of that here in Petaluma, a project of this scale should be required to go beyond the minimum and include a number closer to 25% inclusionary housing (14.74 units).
The Draft EIR should explicitly state whether the units will be provided on site, and that they would be integrated throughout the site plan design (as opposed to grouped in one area). The Draft EIR should examine an additional Alternative, which is a modified Affordable Housing Alternative that includes either 25% inclusionary housing on site OR 15% inclusionary housing on site with an additional 10% as contribution to the affordable housing development fund, which funds affordable housing development in Petaluma.

The proposed project does not include any improvements to Casa Grande Road, despite adding many new residents as well as new road connections that will generate additional pedestrians and bicyclists from the surrounding neighborhoods, which will likely use it to access Casa Grande HS and nearby Wiseman Park. Casa Grande Road's current design is suited to the primarily agricultural area that previously existed here. Cars travel at high speeds, and unfortunately, vehicle-pedestrian accidents are frequent along this corridor. The Safe Routes to School study identified a number of proposed measures to increase pedestrian safety, and the recently-constructed residential development adjacent to the project site installed one of those measures (a new lighted pedestrian crosswalk). Due to the rapidly changing character of this area, with higher-density residential construction and new road connections that will generate additional pedestrian and bicycle trips to Casa Grande HS, transit stops, and nearby recreational amenities, the City of Petaluma should be implementing traffic calming measures along Casa Grande Road. With respect to this development project, the developer should be required to include some design measures to increase bicycle and pedestrian safety along Casa Grande Road, such as a Class IV separated bicycle lane.

My final comment relates to the increased usership at Del Oro Park that the proposed project will result in. In the short time since the approximately 35 residential units adjacent to the project site was constructed we have seen increased usership at Del Oro Park, which I find wonderful. There is more vitality surrounding the park, with more pedestrians on Del Oro Circle, dog walkers, children playing and people enjoying the tennis courts. The proposed project will certainly add to that usership. Therefore, any developer fees that go to Parks and Recreation should be directed to improvements at Del Oro Park. The park is in need of bathroom facilities, as it routinely hosts soccer games and t-ball games for young children, as well as a larger playground.

The CEQA process is such a valuable process for identifying key concerns to ensure that development occurs in a responsible, well-planned way. Let us make sure that the Creekwood Housing Development includes all of the elements that will allow it to become a wonderful addition to Southeast Petaluma.

Thank you.

Alicia Wolff
[redacted] Petaluma

From: Merrill Camilleri <[redacted]>
Sent: Thursday, September 5, 2024 6:06 PM
To: Orozco, Uriel <uorozco@cityofpetaluma.org>
Subject: Creekwood Housing Question

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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The new development that was built next to this proposed project had already encroached on the habitat near the creek. We know there are red foxes living right behind this space. Can you confirm how they were considered in this proposal?

Thank you!
Sent from my iPhone

From: Frank Quint <[redacted]>
Sent: Friday, September 6, 2024 7:11 PM
To: Orozco, Uriel <uorozco@cityofpetaluma.org>
Cc: Greg Powell <gpowell@cityofpetaluma.org>; Peggy Flynn <pflynn@cityofpetaluma.org>
Subject: Fwd: my comments on the Creekwood Housing DEIR

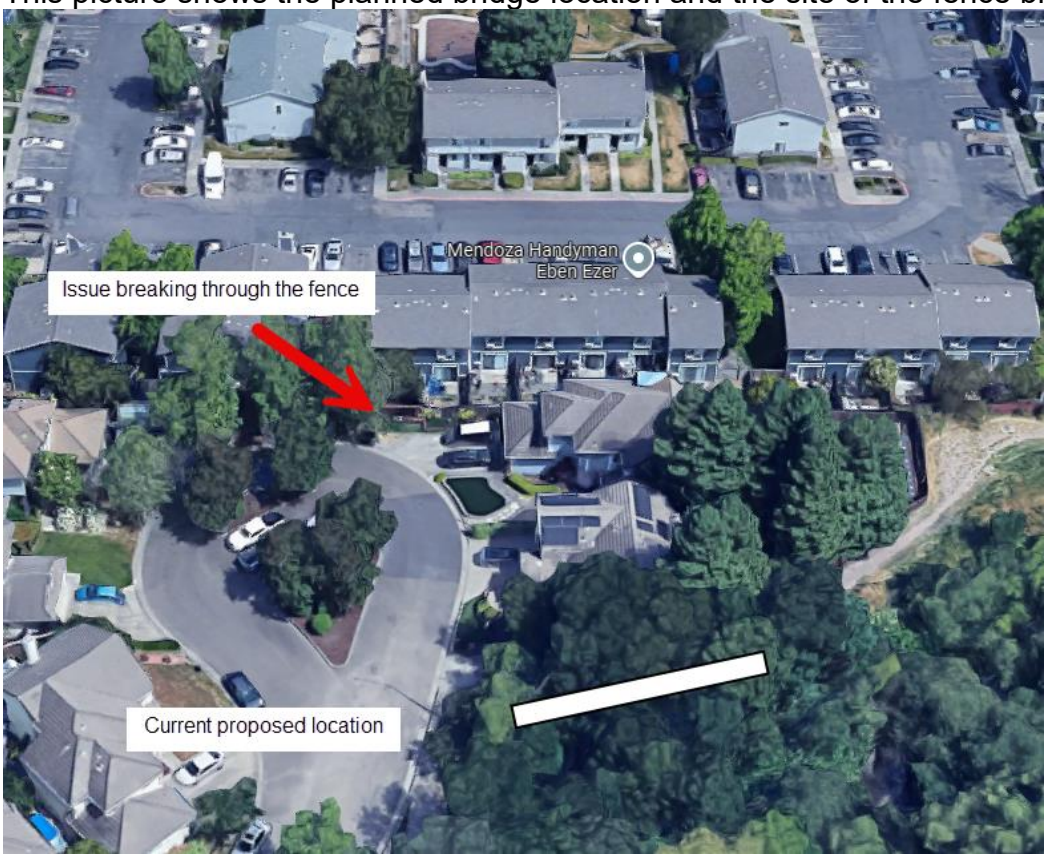
> Some people who received this message don't often get email from [redacted]. Learn why this is important

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---
My name is Frank Quint, and we have owned our home near Del Oro Park since 2010. Please consider my comments on the proposed Creekwood Housing Development Draft EIR in this email. I support this development project, as this site is well-suited for residential development.

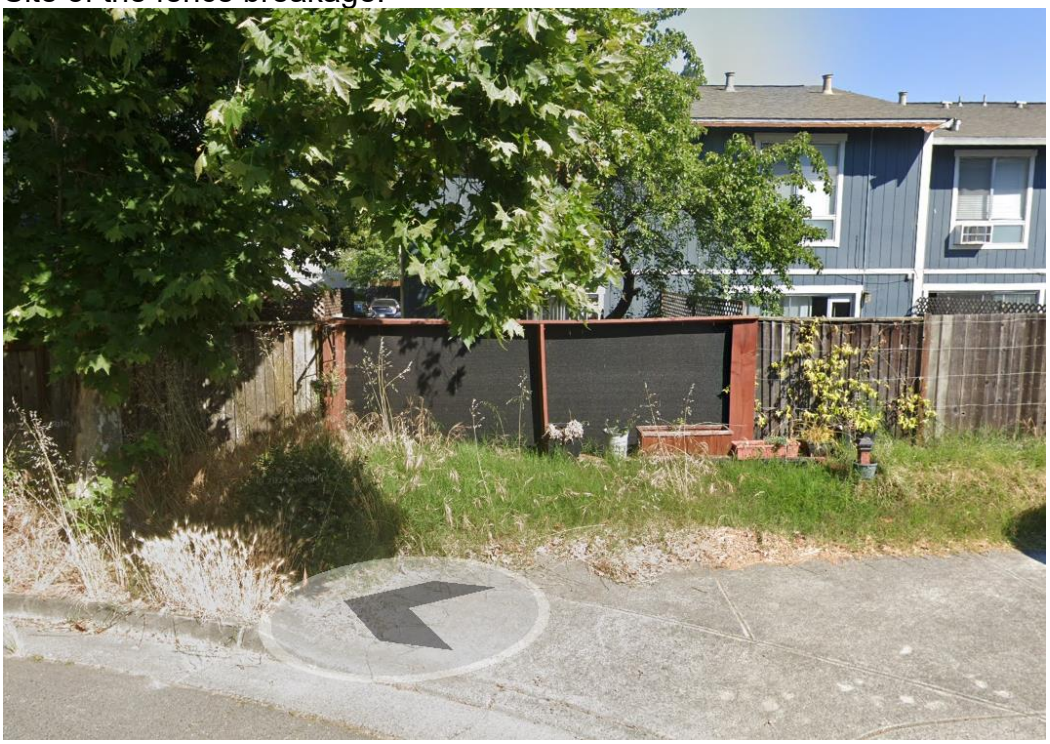
I also support the addition of the bridge providing access to the Adobe Creek Trail. The trail could offer access to other amenities such as Del Oro Park, the Plaza at the Lakeville Bussiness Park, and Schollenberger Park. However, Adobe Creek Trail is an informal trail in poor condition, use by the surrounding community is limited. I urge the city to develop and improve Adobe Creek Trail in conjunction with this project.

I am concerned about the location of the bridge as planned and propose the bridge be positioned away from homes located at the south end of Spyglass Rd. There is a history of tension between The Grove Apartments and the neighborhoods surrounding the apartments. This tension was amplified when residents from nearby neighborhoods sought to voice their concerns to The Grove Apartment management only to be turned away. Residents in the Spyglass neighborhood have experienced residences from The Grove Apartments breaking the fence to walk through the Spyglass neighborhood. The planned location is near where the fence was broken in the past. Spyglass Rd residents are concerned the bridge will encourage further fence destruction with foot traffic passing close to homes (unnecessarily).

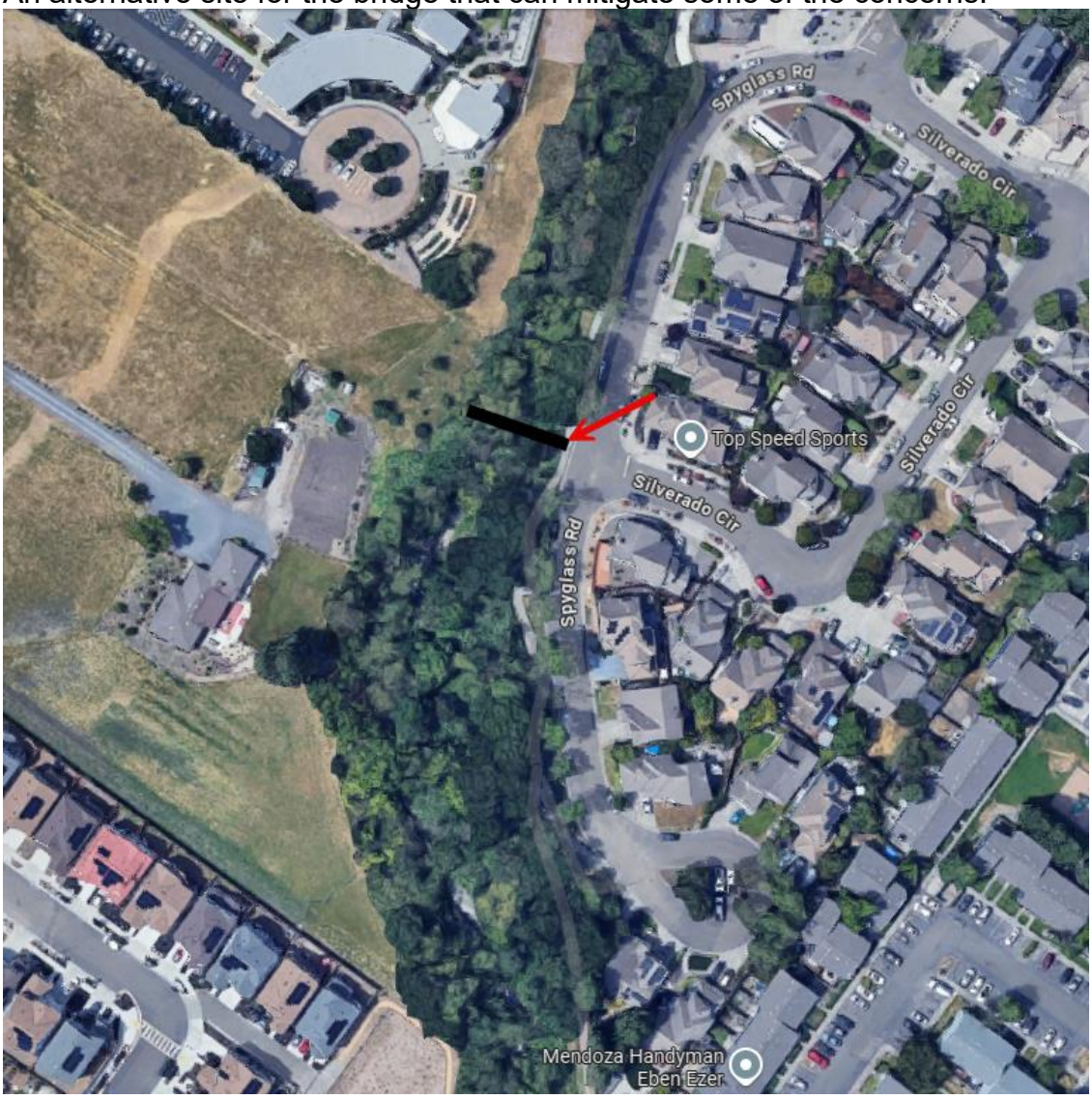
This picture shows the planned bridge location and the site of the fence breaking.



Site of the fence breakage.



An alternative site for the bridge that can mitigate some of the concerns.



Regarding nearby Del Oro Park. The neighborhood has seen an increase in the use of Del Oro Park with the completion of the Case Grande development. This project will bring more users to the park (which is a good thing) and as such any development fees earmarked for Parks and Rec should be dedicated to improving Del Oro Park.

Public Art: Any development fees from this project earmarked for public art should be used in the vicinity of the project (i.e. near Casa Grande HS).

Concerning affordable housing, I agree with the points shared by Alicia Wolf. "The proposed project includes the bare minimum for inclusionary housing, which is that 15% of the units (i.e., 8.85 of the 59 units) be set aside for affordable and low-income households. It is suggested - though not explicitly stated - that those units would be located on the project site. As the affordable housing crisis has reached crisis levels throughout CA and we experience the negative effects of that here in Petaluma, a project

of this scale should be required to go beyond the bare minimum and include a number closer to 25% inclusionary housing (14.74 units).
The Draft EIR should explicitly state whether the units will be provided on-site, and that they would be integrated throughout the site plan design (as opposed to grouped in one area). The Draft EIR should examine an additional Alternative, which is a modified Affordable Housing Alternative that includes either 25% inclusionary housing on site OR 15% inclusionary housing on-site with an additional 10% as a contribution to the affordable housing development fund, which funds affordable housing development in Petaluma."

I also agree with Alicia Wolfs's comments about Casa Grande Road. "The proposed project does not include any improvements to Casa Grande Road, despite adding many new residents as well as new road connections that will generate additional pedestrians and bicyclists from the surrounding neighborhoods, which will likely use it to access Casa Grande HS and nearby Wiseman Park. Casa Grande Road's current design is suited to the primarily agricultural area that previously existed here. Cars travel at high speeds, and unfortunately, vehicle-pedestrian accidents are frequent along this corridor. The Safe Routes to School study identified a number of proposed measures to increase pedestrian safety, and the recently-constructed residential development adjacent to the project site installed one of those measures (a new lighted pedestrian crosswalk). Due to the rapidly changing character of this area, with higher-density residential construction and new road connections that will generate additional pedestrian and bicycle trips to Casa Grande HS, transit stops, and nearby recreational amenities, the City of Petaluma should be implementing traffic calming measures along Casa Grande Road. With respect to this development project, the developer should be required to include some design measures to increase bicycle and pedestrian safety along Casa Grande Road, such as a Class IV separated bicycle lane."

Related to the Traffic Impact. I believe the Draft EIR may understate the impact during peak AM and PM hours. With 58 additional homes and 179 parking spaces, 36 AM and 46 PM trips during peak hours seem low. This is important because this development is across the street from a High School where traffic is an issue at the beginning and end of school days. This development is also next door to a high-density senior living facility where most residents continue to drive. This is all to say that safety on Casa Grande Rd is already an issue and this project will exacerbate it without improvements.

Table 4.4-1
Project Trip Generation

Land Use	Units	Trip Generation									
		Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Single Family (Detached)	35	9.43	330	0.70	25	6	19	0.94	33	21	12
Single Family (Attached)	24	7.20	173	0.48	12	3	9	0.57	14	8	6
Homes to be Demolished	-1	9.43	-9	0.70	-1	0	-1	0.94	-1	-1	0
Total		--	**494**	--	**36**	**9**	**27**	--	**46**	**28**	**18**

Source: W-Trans, 2022.

Concerning construction noise mitigation. Requiring "quiet" air compressors and capping idle time at 5 minutes is not sufficient. Air compressors should be rated at 60 dB or less, motorized blowers should also be rated at 60 dB or less (electric), and the idling of vehicles and construction equipment should be prohibited.

Thanks
Frank Quint
[redacted]

-----Original Message-----
From: Nicole Wehr <[redacted]>
Sent: Friday, September 6, 2024 3:42 PM
To: Greg Powell <gpowell@cityofpetaluma.org>
Cc: Michael Freeman <[redacted]>
Subject: Creekwood Housing Development- public comment

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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On behalf of the Home Owners Association and on behalf of the safety of the residents living next to this project site, we want answers to the following points:

1. Is the existing ground where the project lot site is polluted or are there toxic elements in the ground?
2. And if so, how will they be addressed?

Please respond to these questions of concern at your earliest convenience.

Respectfully,
Nicole Wehr

From: [redacted] <[redacted]>
Sent: Friday, September 6, 2024 4:58 PM
To: Petaluma Planning <petalumaplanning@cityofpetaluma.org>; Greg Powell <gpowell@cityofpetaluma.org>
Cc: Rick Parker <[redacted]>
Subject: Creekwood Development EIR input

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---
Greg, (and Planning Commission)
Good afternoon

I'd like to provide official comment/input on the draft EIR. It's not clear on the website as to how to accomplish this so I'm sending it to you. Please let me know if this will be included by the September 9th deadline.

Several items need to be more clearly addressed in the Draft EIR:

The area has long been zoned for residential development and that is clearly understood. Petaluma is in great need of new housing.
The following issues however are not adequately addressed in the draft EIR.

Traffic issues
- the proposed development is on the same street as Casa Grande Highschool and this makes a significant difference in terms of planning and impact of the project. This is not adequately addressed in the EIR.
- The project is located on Adobe creek and between the High School and the large Enclave / The Grove Apartment Complex. This is not adequately addressed.
- **For automobile traffic th**e following needs to be addressed:
- the very poor condition of the current pavement on Casa Grande Ave and Ely.
- the lack of any on-street parking on the eastbound lanes of Casa Grande (and most of Ely) combined with the current overflow of parking on the west side of Casa Grande during school hours or special events. This issue is heightened in the Spring Semester (Jan-June) as many additional students receive their drivers licenses and drive to and park at school.
- **parking** at the existing developments on the east side of Casa Grande Ave is inadequate now before the Creekwood development
Is even started. At the June 17, 2024 forum, numerous residents of both the Senior Housing Project and the newly finished Makenna project shared that current parking was not sufficient (with no parking on adjacent Casa Grande available) . This forces current residents to park in other nearby neighborhoods or to park across the 4 lanes of busy traffic on Casa Grande.
- the developer shared on June 17th that the city is requiring a maximum of 1 car garages combined with minimal on street parking on the proposed new streets. This will cause additional overflow into other neighborhoods.

- there are also **safety i**ssues as the Senior Housing development only has one exit to a paved street (Casa Grande) and in the event of evacuation this is problematic as the only way out and that if during school hours the street would be completely blocked with hundreds of cars attempting to exit.

Walking traffic, pedestrians

- this issue is not addressed and for anyone involved in or **living near a High School this is a major issue.**
- **The proposed walking bridge** over Adobe Creek would create a "highway" of students attempting to go from School, through the residential Makenna or Creekwood developments, over the bridge and into the fenced off back side of the Enclave/The Grove Apartments where many students live.
- The apartment complex and neighbors along the creek have observed over 30 years inappropriate traffic and use of this area to attempt to enter the Enclave complex by climbing over a metal fence (that has been repaired numerous times). Graffiti, trash, old couches used for "hang outs" and even fires (resulting in Petaluma PD/FD being called) have been part of that experience. To now provide a foot highway (for hundreds of students) directly from Casa Grande Highschool to the back of the fenced in Enclave / The Grove property is to invite serious problems and makes no sense to those familiar with the area.
- **there is a current, easy to use walking path**, all via sidewalks from Casa Grande to Ely that enters properly into the Enclave apartment complex. This route is used by hundreds of students each day and causes none of the issues outlined above that would be caused by the proposed bridge over Adobe Creek.

Walking Bridge over Adobe Creek

- In addition to the comments above, encouraging hundreds of High School Students to transit Adobe Creek and the surrounding sensitive ecological area makes no sense in terms of the environment, safety and negative impact on existing homeowners.
- the current nearby paved street bridges over Adobe Creek on Ely Blvd. and Sartori Ave. invite young folks to grafitti, leave trash, old furniture, etc. in and around the creek. I can send photos If needed. A new foot bridge that is in the midst of trees and pretty much out of view of passing motorists will most definitely result in the same or even a much worse negative environmental impact on the creek and surrounding area and homes.
- the added cost of the bridge could possibly be used for enhanced parking or lowering the cost of the proposed homes.
- I believe City planners wish to connect walking paths along the creeks in Petaluma which in general makes sense, but not in this location, right across from a High School and next to a large apartment complex. Current hikers, including myself, simply traverse along Ely Ave. then turn and walk along Adobe Creek via Spyglass Rd then via path to Sartori Ave.

Proposed 3 Story Development

- the plan calls for some 3 story Condos to be built. While understanding the need for affordable housing, simply stated, 3 story development

In residential areas of the East Side Community is not acceptable, and completely changes the look, feel, congestion and reason why we all love to live here.

Impact on current residents and neighborhoods during construction is not addressed.

- We all love our homes in Petaluma and know that new homes need to be built. That said, infill projects create a significant
Environmental impact (noise, traffic, dust, debris, ant, rodent issues) that needs to be minimized, The Makenna development was under construction in one form or another for nearly three years in many of our “backyards”. At 8AM, every day, pounding, equipment, back up beeping trucks, dust, noise, etc was a part of our daily lives. The building of the “water overflow basins” was extremely problematic as required construction continued for nearly a year after the homes were actually built. All this should be addressed in the project plan and implementation to minimize the negative environmental impact (and duration) on existing areas and homeowners and all Petaluma residents.

Impact on native fish and the health of Adobe Creek should include input from the United Anglers of Petaluma (Casa Grande High school).

Thank you for your consideration.

Rick Parker
[redacted]
Petaluma, CA. 94954
[redacted]
38 year Petaluma resident and homeowner along Adobe Creek

From: Caroline Purtell <[redacted]>
Sent: Sunday, September 8, 2024 9:07 PM
To: Greg Powell <gpowell@cityofpetaluma.org>; Petaluma Planning <petalumaplanning@cityofpetaluma.org>
Subject: proposed Creekwood housing development

> Some people who received this message don't often get email from [redacted] Learn why this is important

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---
Dear Petaluma City Council,

I'm writing to share my concerns about the Creekwood Housing Development planned near our neighborhood. While I understand the need for growth, I think this project could bring up some real challenges that could affect our community's safety and quality of life.

Traffic and Safety:
Casa Grande High School already has traffic and safety issues, especially during school hours. With nearly 1,900 students, adding another development without addressing these problems first will only make things worse. I'd suggest conducting a thorough traffic study before moving forward.

Parking Issues:
Fairway Meadows, where I live, already struggles with parking. We frequently have people from nearby areas (such as the adjacent condominiums) parking in our streets, and this new development could add to that issue (especially with the proposed pedestrian bridge) unless there's a solid plan in place. We'd appreciate it if the city could ensure the new development has abundant parking for its residents.

Infrastructure and Maintenance:
I've lived here since 1997 and have watched the maintenance of our streets and common areas slowly decline—roads deteriorate (drive the stretch of Ely between Casa Grande and Frates), landscaping is neglected. It makes me wonder if the city can handle the extra infrastructure demands this new project will bring. Can the city ensure that existing roads will be maintained and that the funds from the new development will be used to improve infrastructure we already have?

Environmental Impact:
The area around Adobe Creek is an important habitat for local wildlife. I'm concerned that this development could harm that environment and increase foot traffic through our neighborhood. Has the city done a full environmental review, and can you confirm the creek's ecosystem will be protected?

Many of my neighbors share these concerns. I hope the city council will take the time to consider the long-term impacts of this development on those of us who already live here. We'd appreciate it if the needs and safety of existing residents are prioritized as part of

this decision. I've attached a few photos, which I feel are self-explanatory, to underscore some of of my above concerns.

Thank you for your time and consideration. I hope our voices will make a difference.

Sincerely,

Caroline Purtell
[redacted]
Petaluma CA 94954

From: Joe Lampe <[redacted]>
Sent: Sunday, September 8, 2024 7:30 PM
To: Greg Powell <gpowell@cityofpetaluma.org>; Petaluma Planning <petalumaplanning@cityofpetaluma.org>
Subject: Proposed Creekwood Housing Development "DEIR"
Importance: High

> Some people who received this message don't often get email from [redacted]. Learn why this is important

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---
Dear Mr. Powell and City Planning Commission,

I received the Notice of Public Hearing for the proposed Creekwood Housing Development project. Thank you for the opportunity to comment. I have serious concerns about this proposed project as it relates to traffic, parking, noise pollution and simple development maintenance and economics.
I see that the city of Petaluma has prepared this DRAFT EIR report. I assume if the individuals who put the EIR report together actually live on the East side near this development, then project would not even have got this far in the process. If anyone who lives on the west side of Petaluma had anything to do in preparing this EIR report, the report should then be void. For the record, I am not an anti growth person. However, growth needs to be done responsibly and with future sustainability. All these reports and studies are all smoke and mirrors to appease legal requirements. All one has to do is come spend a few days on the east side near this proposed development and witness the existing traffic issues, parking issues, and noise pollution that currently exist in this area. (All, a result of these pocket developments that the city has approved over the years) I would like to say enough is enough, but not sure our voices even matter these days as it all comes down money. However, I am trying to be hopeful that my concerns, my neighbors, and others in the surrounding area concerns, are actually taken into consideration with proactive results rather than only verbal acknowledgement.

I purchased my house on Spyglass Road in 1992. The name of the development is Fairway Meadows. The house backs up to ELY Blvd. Since 1992, Ely has basically become like a highway. From about 4 am an on, the traffic starts. Trucks roll through and they sound like they are going through the living room of the house. One of the big issues is Ely road has never been paved from the roundabout to Frates road. There has been water pipeline project where the road was dug up and never properly fixed. Strangely enough, Ely was paved from the round about north but for some reason the city did not pave from the roundabout south to Frates which is a very small stretch. Ironically, I see Garfield road got completely redone. This road is traveled a 1/16 of what Ely is, yet all this money went to completely repaving Garfield. Tearing up perfectly sound corners and putting in yellow dots makes no sense especially when the cost is approx. $40k a corner. It also makes no sense when tree's that have uprooted sidewalks, don't get fixed before these corners. (which are perfectly safe). Then just last week, the city relined Ely road between the roundabout to Frates road, and they did this on a road that needs fixing not lining. It is like putting lipstick on a pig. Makes NO sense. In addition, this development is near the high school and

police presence is minimal, which is evident by the amount of people who treat Ely like the Indy 500 raceway. The amount of traffic and speeding and loud cars is very unsafe especially since it is right by the high school. NO development should be approved until the city can deal current existing issues.

This new development is right across the creek from Fairway Meadows. What I can say in living here since 1992, is that the maintenance on the development common areas was good approximately in the first 10 years. The last 22 years has been extremely poor. The water in common areas has NOT been turned on at ALL for several years. So the landscaping starves with everything dying and trees shedding leaf's through the entire summer. The maintenance crew supposedly comes once a month and does the absolute bare minimum and takes zero pride in their work which then becomes a reflection of our development . The trees that were approved for the development during the development stages are not the right trees rather the cheapest trees. If it was not for the home owners, the bridge and walls along ELY would be full of graffiti, and entry and development would look even worse than it currently does.
Oh and by the way, the little Fairway Meadows small development has never been slurry sealed or paved at all since it was development in 1992. Have you seen the road? You almost break your ankle walking on it.

Next you have the parking issues. People from the apartments already park in our development, and as you can see, all down Ely road. So if the EIR reports says parking is not an issue, again the people preparing the report don't live on the east side. Parking is a problem. I don't think you would like people driving into your court on the west side and parking in front of your house. I assume you would not think that is ok especially if the cars are there for days and when it garbage day, you have no where to put your cans except in the middle of the street.

Next you have the creek. You have homeless people that go up and down the creek and will sleep under the bridge. You have the high school pot smokers or drug dealings that go on in the creek. You have zero maintenance of the creek. The growth is out of control, and if it was not for winter washing the debri in the creek down stream, that would be another issue.

One would think that with the past new developments like Cross Creek and Stonegate, that you would see improvements in the area as a result of all the new tax revenue being generated, especially since no money has gone into the infrastructure. In fact, it has only declined.

In addition, the proposed footbridge over Adobe creek is a very bad idea that would create a direct path for Casa Grande students to attempt to enter the back end of the Grove apartments over a metal fence. Creating a safety issue along with trash and degradation of the Adobe Creek habitat. This already happens on a smaller scale. And granting access by building a footbridge will create serious problems and safety issues. Rather than build a bridge that will create more issues put the money toward fixing the roads. Smart decisions make a better future.

Therefore, as a result of the above, myself and my neighbors have serious concerns. Besides putting more money in the city treasury, how will this development

be different then what we have experienced in Fairway Meadows and how will it benefit the area besides creating a massive amount more of traffic, noise pollution and parking issues? There is no way the EIR if done by people who live in the area, could or would support this new project. Who is to say this new development will not end up like Fairway Meadows? What will the city do with the additional tax revenue? Will it pave the rest of Ely and Fairway Meadows? Will there be more police presence in the area? Will the city put signs up that allow for parking in Fairway meadows for only residents and all other cars towed? I think we all know the answer to this.

This development and all city action impacts our lives here on the East side. I am sure this project will move forward regardless, as they always seem to no matter what facts are brought to the table. I would like to see what action the city will take to mitigate the issues noted above that already exist that have not been addressed? I assume they will approve this new development and nothing will be done. That would be a very sad outcome.

Thank you for your time and consideration.

Joe and Teresa Lampe
[redacted]

BFC Business Finance Capit

JOE LAMPE
Sr. VP, Business Developm
ent

Direct: [redacted]
Email: [redacted]

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Public Comment on the Draft Environmental Impact Report for the Creekwood Housing Development

Sanatan Sahgal [redacted]

Mon 9/9/2024 3:32 PM

To:Orozco, Uriel <uorozco@cityofpetaluma.org>;-- City Clerk <cityclerk@cityofpetaluma.org>

Dear City of Petaluma Planning Commission,

I appreciate the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the Creekwood Housing Development project. While I understand and support the need for housing and the importance of addressing environmental concerns, I have serious reservations regarding the impact this development may have on parking availability and neighborhood harmony.

Specifically, I am concerned about the insufficient planning for garages and parking spaces within the proposed development. If the new residences do not have adequate parking—either through small or no garages and limited off street spots—there will inevitably be overflow parking into nearby neighborhoods such as Del Oro and Del Rancho Way. These neighborhoods already experience limited street parking, and the current situation often leads to full streets during peak times. Introducing additional vehicles without properly addressing parking needs will exacerbate an already strained situation, leading to parking disputes and tension among neighbors.

This is not merely an issue of convenience; it affects the quality of life and the overall sense of community. Neighborhood relations can be harmed when parking overflows into residential areas not designed for high volumes of vehicles. The increase in congestion could result in diminished harmony between residents and create long-term frustration. Additionally, restricted parking may cause safety concerns, including limited accessibility for emergency vehicles and increased traffic congestion.

While I understand the environmental priorities of the DEIR—such as reducing greenhouse gas emissions and promoting walkability—this must be balanced with the practicalities of daily life. A lack of parking space can negate some of these environmental benefits by forcing residents to drive around longer searching for parking, thus increasing vehicle miles traveled (VMT) and emissions. Therefore, I believe the DEIR should consider a more comprehensive plan for mitigating these parking issues.

In closing, I urge the Planning Commission to ensure that the final Environmental Impact Report includes solutions for adequate parking both within the Creekwood development and the surrounding neighborhoods. These solutions should aim to promote sustainable growth while maintaining the harmony and quality of life for all nearby residents.

Thank you for considering these concerns.

Sincerely,
Sanatan Sahgal
Resident of [redacted]

GENERATION HOUSING

[redacted] [redacted]

September 9, 2024

Petaluma Planning Commission
11 English St.
Petaluma, CA 94952

RE: Support for Creekwood Housing Project

Dear Chair Mozes, Commissioners, and staff:

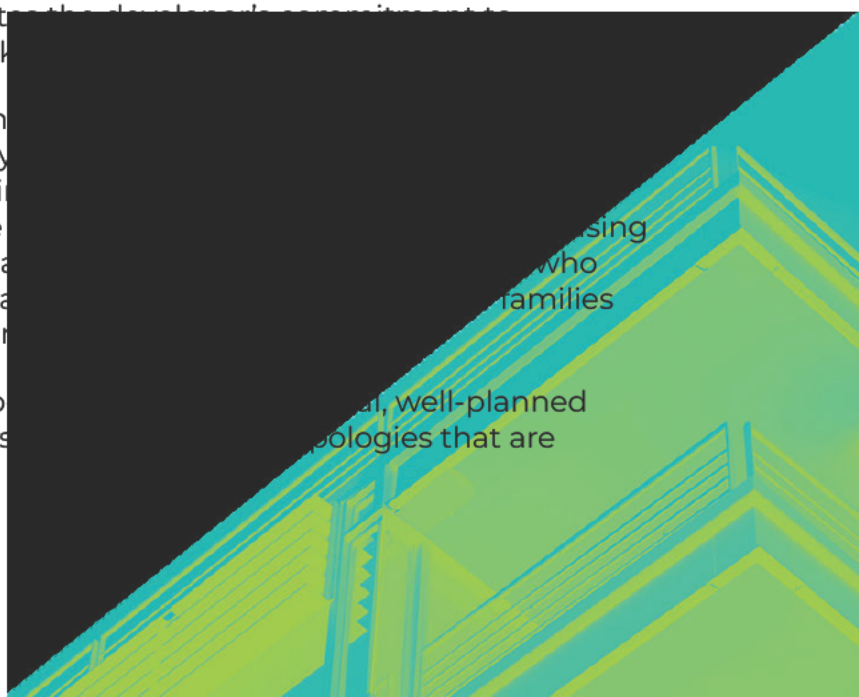
I am writing on behalf of Generation Housing to share our endorsement and strong support for the Creekwood housing project. This project presents an excellent opportunity to add much-needed housing in an area surrounded by existing residential communities. More importantly, it offers a housing typology that addresses a significant gap in the regional housing supply—housing that is accessible to young families and workforce members seeking homeownership.

Creekwood's proposed duets and townhomes represent a typology that is essential for fostering a more inclusive housing market. These "missing middle" homes provide a much-needed stepping stone for first-time homebuyers, especially young families who wish to plant their roots in Petaluma and provide stability for their children, including those who may attend Casa Grande High School.

In addition to providing diverse housing options, Creekwood emphasizes creating meaningful connections within the community. The project includes a multi-use pathway adjacent to Adobe Creek, which will link the new homes to the Makenna Subdivision to the south and the Casa Grande Senior Apartments to the north. This pathway, along with the proposed pedestrian bridge over Adobe Creek, will create new opportunities for healthy outdoor exercise, while fostering stronger community connections by linking existing residential areas on Spyglass Road and beyond. This type of thoughtful planning demonstrat[redacted]
enhancing Petaluma's livability and walk[redacted]

We are also particularly excited about th[redacted]
the Housing Land Trust of the North Bay[redacted]
homes are set aside for affordable housi[redacted]
households and 4 for moderate-income [redacted]sing
costs, this partnership helps provide a pa[redacted]who
might otherwise be priced out of the ma[redacted]amilies
who want to stay in or move to the comm[redacted]

In conclusion, we believe that Creekwoo[redacted]al, well-planned
addition to Petaluma's housing stock. Its[redacted]ologies that are



GENERATION HOUSING

[redacted] [redacted]

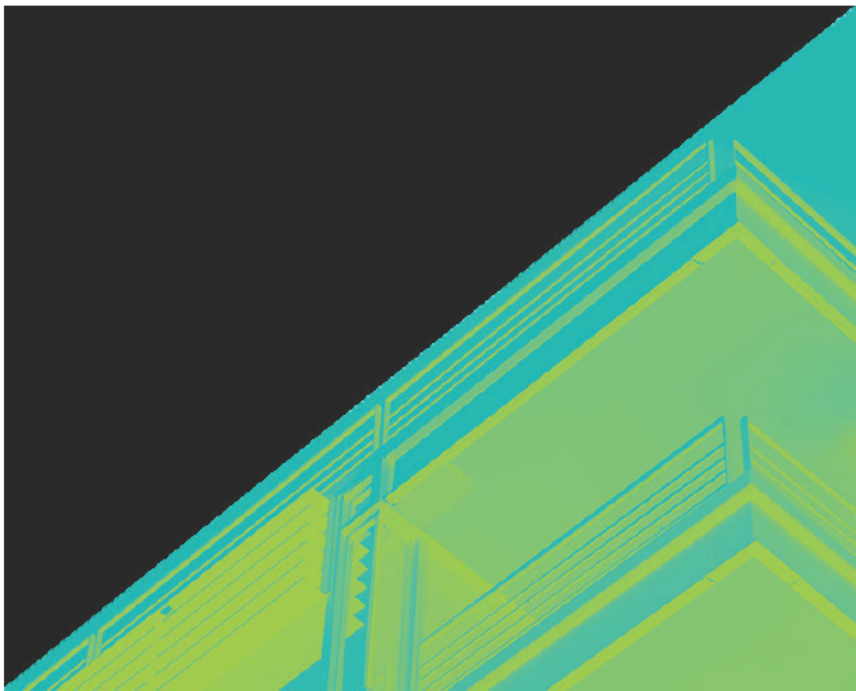
accessible to a broader range of residents—particularly young families and workforce members—makes it an invaluable asset to Petaluma's long-term health and vitality.

We urge you to support this project and help Petaluma take another step toward addressing our housing needs.

In partnership,

Calum Weeks

Policy Director, Generation Housing



Public Comment - Sept 10, 2024

Sara Young Golightly [redacted]

Mon 9/9/2024 4:45 PM

To:Orozco, Uriel <uorozco@cityofpetaluma.org>

You don't often get email from [redacted] Learn why this is important

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Planning Commission,

I am writing in regards to the Creekwood Housing Development proposal you will be reviewing during your meeting on September 10, 2024.

I am a homeowner in the Del Oro neighborhood and my property is directly impacted by the Makenna (formerly Casa Grande) housing development and will be closely affected by Creekwood. While my husband and I are supportive of increasing the amount of available housing in Petaluma, we have some concerns about the uptick in traffic on Casa Grande and surrounding roads, particularly in the morning during school drop-off at Casa Grande High School and nearby elementary schools. Our children attend one of those nearby elementary schools and we haven't been able to allow them to walk or ride bikes in the morning due to the already chaotic traffic, excessive speed, unsafe U-turns, and distracted driving that happens on a regular basis. It's daunting to imagine what the influx of traffic from constructing 59 new homes will have on an already congested situation.

Another concern for the new development is the seemingly insufficient amount of parking that will be available to the new residents. Living in SE Petaluma, our neighbors consist of families and people with employment that requires further commutes and sometimes extra work vehicles. There are also several homes that are supporting multi-generational living due to the high cost of living in our area. I can respect the City encouraging people to choose public transportation and pedestrian/bicycle options, but I have yet to see any impactful improvements to connect this part of town in a way that will make residents comfortable giving up their vehicle or moving to a one car household. The Makenna housing has already impacted my neighborhood with additional cars overflowing onto our street, I am worried the proposed pathways will only increase that issue with people parking on Del Oro and walking over to Creekwood. I also can see the irony in advocating for more parking after expressing concern about traffic, but that is because I believe 59 units is far too many for this particular street and area of town.

I am also curious as to the necessity of the bridge connecting the paths over Adobe Creek and what entity will be in charge of the maintenance of the bridge. Will the City ensure it is kept clean and safe for families and wildlife? Additionally, there is concern over the environmental impact the construction of the bridge will have on the wildlife that live in the creek area and use it as a natural corridor. I know there are various reptile and amphibian species, not to mention gray fox and deer that frequent that portion of the creek. As someone that has lived in this neighborhood for over 14 years, I can think of very few instances where I wished there was a connection to the creek pathway there and I think it would have more of a negative impact on the neighborhood than a positive one. Have you bothered to ask the neighbors if they even want it?

Thank you for taking the time to read this and consider my comments. My hope is that you will consider reducing the number of units being built on this site and eliminate the 3-story option

entirely, as well as cancel plans for the bridge over the creek.

Sara Golightly

RE: COMMENT ON CREEKWOOOD HOUSING DEVELOPMENT – Draft Environmental Impact Report - Comment

Jack Byrne [redacted]

Tue 9/10/2024 12:43 PM

To:Orozco, Uriel <uorozco@cityofPetaluma.org>

You don't often get email from [redacted] Learn why this is important

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Re sent to correct email address

From: Jack Byrne
Sent: Tuesday, September 10, 2024 12:02 AM
To: uorozco@cityofpPetaluma.org
Subject: COMMENT ON CREEKWOOOD HOUSING DEVELOPMENT – Draft Environmental Impact Report

Attn: Uriel Orozco
Per "Notice of Public Hearing" instructions mailed to us on Creekwood Housing Development, I am sending this "Comment via E-mail prior to 4PM on the date of the hearing" scheduled for Sept 10th. **

<beginning of comment>

COMMENT ON CREEKWOOOD HOUSING DEVELOPMENT – Draft Environmental Impact Report

In reviewing 4.4 2 Impact on page 2 32: No mitigation is proposed. It's unacceptable that no improvement is required or planned for transit service in the area, while the city Staff and Planning Commission encourage & propose reduced parking for this Creekwood proposal.

I don't think Staff takes to heart the Blue Zone objectives and the long term health of neighborhoods, and have not adequately identified & examined the downsides arising from "reduced parking" developments like the proposed. Do you really expect working people to commute to work with transit times of up to 1 to 2-1/2 hours per trip if parking and cars are "restricted"? This isn't a downtown dense walk to employment area – it's the edge of the City.

- If proposed residents must do these long commute times, I believe you have not adequately evaluated the impact on family & neighborhood health of 2 5 daily hours of family absence while commuting. How do you evaluate this impact in order to propose reduced parking, and what are your findings? You are designing the future mental health of Petaluma.
- Have you evaluated the alternative – that residents will use cars and have to park in adjacent neighborhoods? Have you even studied the impact of past "reduced parking" decisions? You don't have to look far. There is even less parking per unit calculated for in the Creekwood proposal than in the adjacent and recently completed Casa Grande Subdivision on Del Rancho Way (which was reduced parking), which provides an excellent example of past city decisions. The Casa Grande Subdivision residents end up parking in their adjacent neighborhood to the South, and are you aware this "domino overflow parking affect" is increasing friction between the two neighborhoods? That indicates that

reduced parking for Creekwood will worsen conditions and further increase neighborhood vs neighborhood friction. Are city Staff instructed to identify & explore these impacts on neighborhood health – or just instructed to encourage reduced parking and more density? (Note - this is not my imagination as city Staff are on record on other subdivision proposals to request reduction of parking spaces – not so that alternative space amenities are added, but just to reduce parking – e.g. see *)

If this development proposal moves forward, please expect that I and others will be asking the city Staff to identify and examine the full impact of reduced parking provisions, instead of just pursuing a single-sided direction without regard to future neighborhood and City health. I look forward to a productive and beneficial discussion for a healthy Petaluma.

Jack Byrne
[redacted]

Footnote...
*500 Hopper, 2/22/22 Study Session Report stated "• There should be fewer parking spaces per unit; • There is too much street parking".
<end of comment>

**In preparing these comments, I saw other online mention of a deadline of 5PM on 9/9, which is in conflict with the "4PM day of hearing deadline" in the 8/30 notice we received in the mail. Please accept this comment as officially received in time.

RE: COMMENT ON CREEKWOOOD HOUSING DEVELOPMENT – Draft Environmental Impact Report - Comment

Jack Byrne [redacted]

Tue 9/10/2024 12:43 PM

To:Orozco, Uriel <uorozco@cityofPetaluma.org>

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EIR Hearing 9/10/24

Elaine K [redacted]

Tue 9/10/2024 3:16 PM

To:Orozco, Uriel <uorozco@cityofpetaluma.org>

1 attachments (22 KB)

Note Taking.pdf;

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See two pages attached

Please include in EIR discussion tonight

Monday, September 9, 2024

Draft EIR “Creekwood” 270 & 280 Casa Grande Rd Public Hearing Sept 10, 2024

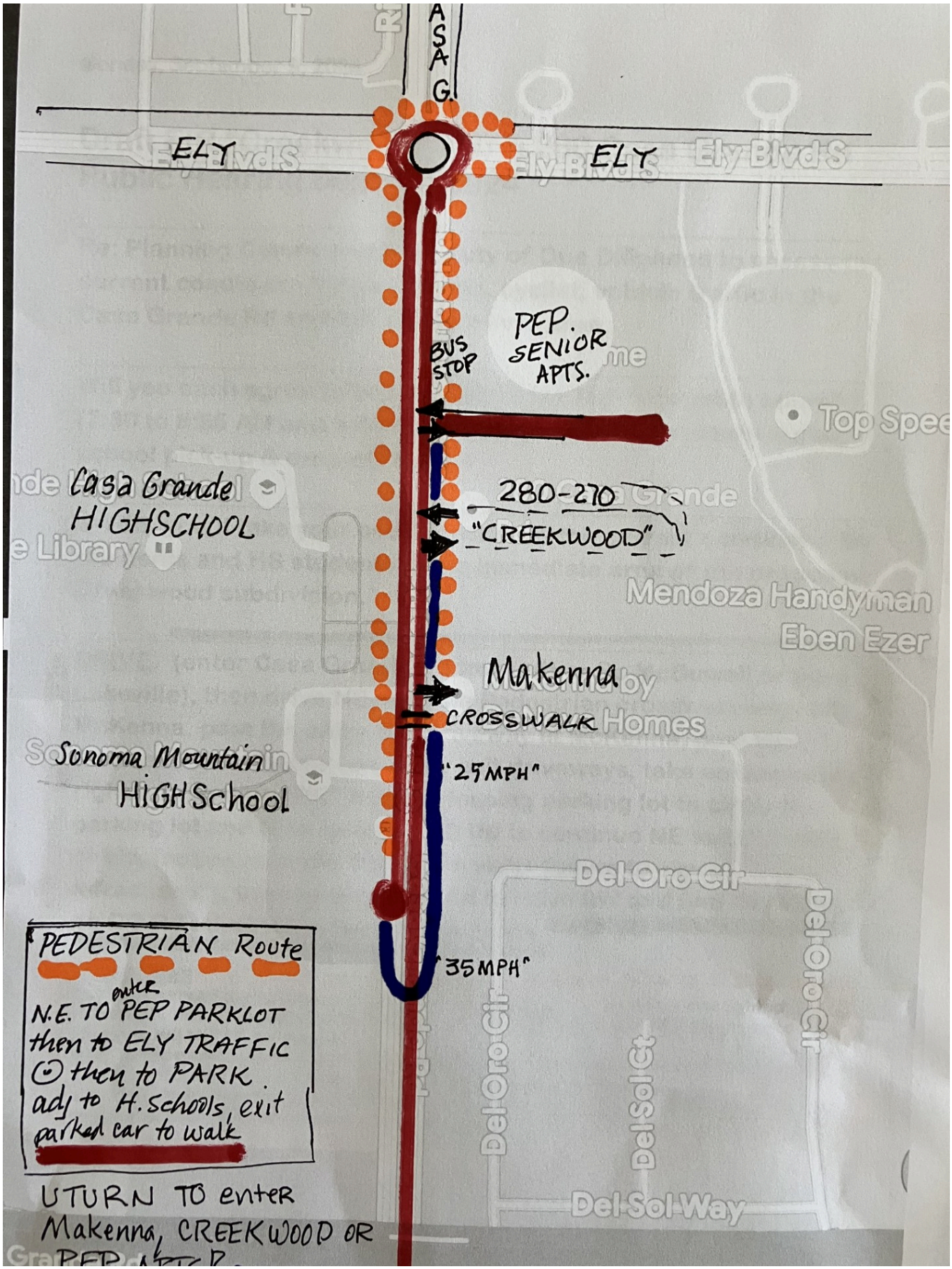
Re: Planning Comm members duty of Due Diligence to assess the current conditions for pedestrian, cyclist, vehicle traffic in the Casa Grande Rd and ELY traffic circle area.

Will you each agree to be present during M-F “commute hours” (7:30 to 8:55 AM and 3:30 to 6:00 PM); and to also return during school pick-up & drop-off hours?

If YES, you’ll take your own measure of the current conditions for residents and HS students in the immediate area of the proposed Creekwood subdivision.

<u>DRIVE</u>. (enter Casa Grande Rd from either So McDowell or from Lakeville), then drive NE over the Pedestrian crosswalk west of McKenna, past the entry exit driveway at McKenna, past the proposed Creekwood two entry exit driveways, take an immediate right turn to enter PEP Senior Housing parking lot to circle the parking lot and then re-enter CG Rd to continue NE to ELY traffic circle, (noting multiple “failure to yield/ failure to signal infractions”); then re-enter CG Rd to drive SW and find PARKING on CG Rd adjacent to two HighSchools.

<u>PEDESTRIAN</u>
Exit your parked car to enjoy the pedestrian experience of crossing that lighted crosswalk, then walk NE past the McKenna and Creekwood and PEP driveway to the Bus stop adj to PEP parking lot
Note the speeding violations of commuting traffic entering ELY from CG Rd … then walk from bus stop to the crosswalks at ELY to return to your parked car.
Upon return to your car, execute the required U turn to return NE on CG Rd…. Perhaps to enter proposed Creekwood or existing McKenna or PEP Housing.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"CREEKWOOD"
Mendoza Handyman
Eben Ezer
Makenna
CROSSWALK
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Del Oro Cir
Del Oro Cir
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"35MPH"
PEDESTRIAN Route
N.E. TO enter PEP PARKLOT
then to ELY TRAFFIC
then to PARK
adj to H. Schools, exit
parked car to walk
UTURN TO enter
Makenna, CREEKWOOD OR