

To: [Erin Ramos](#)
Cc: [Bisla, Sachnoor](#); [Nichelle Nelson](#); jryder@ryderhomes.com; [Savannah Ryder](#); [Carlos Sanchez](#)
Subject: RE: [EXTERNAL] RE: [EXTERNAL] RE: Ryder Homes Fire Hazard Flapjack Way, Santa Rosa
Date: Thursday, May 22, 2025 12:20:35 PM
Attachments: [image001.png](#)
[Photo.pdf](#)

The area is just about done. He just has some clean up to do along the ERTEC fencing. See attached

Aaron Reindahl

Superintendent

C 707.972.4007

E areindahl@ryderhomes.com

W ryderhomes.com



From: Erin Ramos <egomez@srcs.k12.ca.us>
Sent: Thursday, May 22, 2025 11:29 AM
To: Aaron Reindahl <areindahl@ryderhomes.com>
Cc: sbisla@srcity.org; [Nichelle Nelson <nichelle@ryderhomes.com>](mailto:nichelle@ryderhomes.com); jryder@ryderhomes.com; [Savannah Ryder <Savannah@ryderhomes.com>](mailto:Savannah@ryderhomes.com); [Carlos Sanchez <CSanchez@ryderhomes.com>](mailto:CSanchez@ryderhomes.com)
Subject: Re: [EXTERNAL] RE: [EXTERNAL] RE: Ryder Homes Fire Hazard Flapjack Way, Santa Rosa

Please see pictures as of today 5/22/25. The picture you attached was from March 7 before the grass/weeds grew.

With Piner Pride,

Erin Ramos Gomez (she/her/ella)

English 9

ALD 9/10

Piner High School

On Thu, May 22, 2025 at 9:06 AM Aaron Reindahl <areindahl@ryderhomes.com> wrote:

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Sent: Thursday, May 22, 2025 8:38 AM

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Please let me know

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Superintendent

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From: Erin Ramos <egomez@srcs.k12.ca.us>

Sent: Wednesday, May 21, 2025 3:06 PM

To: sbisla@srcity.org

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Subject: Ryder Homes Fire Hazard Flapjack Way, Santa Rosa

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With Piner Pride,

Erin Ramos Gomez (she/her/ella)

English 9

ALD 9/10

Piner High School

To: [Bisla, Sachnoor](#)
Subject: [EXTERNAL] Public Comment on MAJ23-002
Date: Thursday, July 17, 2025 3:47:28 PM

Dear Sachoor,

I'm writing to share some comments on the recently released staff report for the Meadow Creek Townhomes project, with a particular focus on parking. Please include this public comment to the Planning Commission.

I want to preface my comments by saying that I generally support this project. We are in need of more housing, and a variety of housing options is crucial for our community. While I understand that state regulations have limited local control in many areas, I believe most developers aim to create projects that enhance the surrounding neighborhood, and I hope we can work towards that through thoughtful site planning and common sense.

Regarding parking, I noticed that during the concept review, the Board recommended reducing on-site parking. As a neighbor, I respectfully disagree with this recommendation. The Southwest Estates subdivision already has limited on-street parking due to Fire Department restrictions on streets less than 38 feet wide, which require parking to be restricted to one side. We are already seeing streets at parking capacity, and I'm aware of disputes among neighbors over this issue. I understand that the proposed project currently exceeds the minimum parking requirements, but if the developer was willing to provide 190 spaces, I don't see a reason to discourage this.

Our neighborhood is already experiencing significant parking challenges due to similar developments that include tandem parking, alleyway garages, and limited on-street parking. For example, the townhomes on Pebble Creek/Tuxhorn consistently have spillover parking, and the Colgan Creek Apartments, with their one-car garage and one tandem driveway space for two units, and no parking on half the street, demonstrate the issues created by insufficient parking. If you drive by Colgan Creek Apartments after 5:30 PM, you'll often find cars parked in the creek path or blocking crosswalks. This type of design creates safety concerns for residents, ADA violations, and minor parking violations that our Police Department lacks the resources to address. While these projects may meet minimum requirements and State ADU Laws, I believe we could have encouraged developers to provide wider streets that meet Fire Department requirements, allowing parking on both sides.

Secondly, Burgess Street is in desperate need of traffic calming measures such as bulb-outs or islands, or at the very least, allowing parking on both sides, allowing the road to be reduced another 8'. Burgess Street is nearly 2,000 feet long and 38 feet wide (or 30 feet with parking on one side) at its widest points. This makes it a frequent spot for high school students to drag race, which occurs regularly during the school year and summer. Further widening this road without incorporating traffic calming measures will likely worsen this issue. Wide, straight, and long roads inherently encourage speeding, and expanding such a road without traffic calming is dangerous for our community.

Sincerely,
Alan Montes

To: [REDACTED]
Subject: [REDACTED]
Date: Bisla, Sachnoor
[EXTERNAL] Fwd: RE: Site assessment for Owl Habitat
Tuesday, July 22, 2025 11:28:59 AM

Sachnoor,

Attached is an email from California Dept of fish and wildfire concerning the recent Ryder townhome development proposition at Meadow Creek along Colgan creek. Please read and take into action for the awareness of the developer. Thankyou.

Respectfully,

Andre Rapattoni

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

From: Martinelli, Stacy@Wildlife <Stacy.Martinelli@wildlife.ca.gov>

Date: Jul 22, 2025 at 08:37 -0700

To: Andre Rapattoni <ahrapattoni@gmail.com>

Subject: RE: Site assessment for Owl Habitat

Hi Andre,

With reference to State law, per Fish and Game Code Section 3503.5 it is unlawful to disturb the nest or eggs of a bird of prey (owls belong to the Order Strigiformes).

Here is the code: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=3503.5.&lawCode=FGC

FISH AND GAME CODE - FGC

DIVISION 4. BIRDS AND MAMMALS [3000 - 4903]

(Division 4 enacted by Stats. 1957, Ch. 456.)

PART 2. BIRDS [3500 - 3863]

(Part 2 enacted by Stats. 1957, Ch. 456.)

CHAPTER 1. General Provisions [3500 - 3516]

(Chapter 1 enacted by Stats. 1957, Ch. 456.)

3503.5.

It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

At this time of year it would seem that owls are using the trees as roosting habitat. This above regulation would only cover the owls during their nesting season- which is very early in the year December-March/April. So they could not cut the trees down during this time period UNLESS they have a qualified avian biologist conduct surveys at the appropriate time of year (i.e. during the breeding season) and determine that the trees do not serve as nesting habitat for the owls.

So, I would throw out this Fish and Game Code regulation as a warning; I would make sure the developer hires appropriate qualified biologists to conduct surveys at the right time of year (this winter would be good). If you see this winter that there is tree cutting and you believe owls are nesting, if you can get video or photos to send me that would be great. I can send a warden out to temporarily halt the tree cutting- wardens have done this before. Of course if they cut the trees down in September then they would not need surveys.

In the end though, this will not stop development as there is no requirement to mitigate for loss of habitat for a common bird species. But sadly this is how habitat is lost- inch by inch until its all gone. You could try to have the developer leave the trees intact- maybe they can modify their development plans to leave the trees.

CDFW has no more leverage than the regulation I quote above (unless the owl is endangered or threatened like a spotted owl-which I highly doubt this is).

Good luck and thanks for caring.

Stacy

Stacy Martinelli, M.Sc.

Unit Wildlife Biologist, Napa & Sonoma Counties

Wildlife and Lands Management Program

California Department of Fish and Wildlife

Bay-Delta Region

3633 Westwind Blvd

Santa Rosa, CA 95403

(707) 576-2868

stacy.martinelli@wildlife.ca.gov

From: Andre Rapattoni <ahrapattoni@gmail.com>

Sent: Monday, July 21, 2025 9:27 PM

To: Martinelli, Stacy@Wildlife <Stacy.Martinelli@wildlife.ca.gov>

Subject: RE: Site assessment for Owl Habitat

You don't often get email from ahrapattoni@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Good evening Ms Martinelli,

I am just touching base to see if there's any update on the situation with the owls that I have informed you about last week. Is this something that's worth bringing to the attention of city council during their hearing for public comment on Thursday or is it not a matter of concern to proceed with their future development? Thankyou for your time.

Respectfully,

Andre Rapattoni

On Jul 17, 2025 at 08:04 -0700, Martinelli, Stacy@Wildlife
<Stacy.Martinelli@wildlife.ca.gov>, wrote:

Andre,

The owl looks like a great-horned owl. Do you have an address for this parcel?

Stacy

Stacy Martinelli, M.Sc.

Unit Wildlife Biologist, Napa & Sonoma Counties

Wildlife and Lands Management Program

California Department of Fish and Wildlife

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From: Andre Rapattoni <ahrapattoni@gmail.com>

Sent: Wednesday, July 16, 2025 8:59 PM

To: Martinelli, Stacy@Wildlife <Stacy.Martinelli@wildlife.ca.gov>

Subject: Re: Site assessment for Owl Habitat

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Ms Martinelli,

Just wanted to follow up on prior email. I was able to verify that there are at least 2 owls living in the trees on the proposed build site. However, I am unable to identify what they are specifically. I've attached photos for reference and have video as well.

Respectfully,

Andre Rapattoni

On Jul 16, 2025 at 12:43 -0700, Andre Rapattoni
<ahrapattoni@gmail.com>, wrote:

Greetings Ms Martinelli,

My name is Andre Rapattoni and I am a resident of Ryder Homes Meadow Creek neighborhood located in Santa Rosa. I was given you contact email by Fish and Wildlife office as a resource for a potential issue.

The developers of Ryder Homes have proposed building future townhomes on a parcel of land that's behind my neighborhood. They are offering an opportunity for the community to voice their concerns next week at a meeting about their future development. The issue (possibly) that I'd like to present is, it's been identified by residents of my neighborhood, that within a cluster of trees on that parcel are Owls that are nesting. I have not seen these owls personally but have heard them in videos captured by residents. I intend to follow up on these videos by trying to capture images of

them in the trees.

I am reaching out to you to see if there's anything Fish and wildlife could do with helping verify their existence on this parcel of land. My intentions with bringing this to the town hall meeting next week are that the developers take the necessary precautions in moving forward with their plans and doing so within regulations. Any further information you could provide would be greatly appreciated and I can also provide further information if needed. I've attached an aerial picture of the build site with the trees circled in red. Thank you.

Respectfully,

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ALD 9/10

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Environmental Impact

These two projects seem to be in direct opposition. Building the 62 townhomes seems to completely invalidate every goal and objective of the Colgan Creek Restoration Project which started in 2014 and is now in its final phase.

Ryder Townhomes		Lower Colgan Creek Restoration Project*
Build 62 Townhomes – can lead to increased erosion and sedimentation entering the creek affecting water quality and aquatic habitat	vs.	Aims to enhance habitat quality for fish, wildlife, restore the natural ecosystem services provided by the creek, improve pedestrian access and reduce flood risk.
Increased impervious surface (roofs, patios, etc.) which can increase stormwater runoff carrying pollutants and altering the creek's hydrology	vs.	Create a continuous riparian habitat enhancement area totaling 15 urban acres and extending 1.3 miles along the creek linking previous two phases
Water quality degradation – runoff from condominiums can contain pollutants such as fertilizers, pesticides and household chemicals	vs.	The project is geared towards improved water quality. Construction near a creek could negatively impact water quality and habitat downstream of Colgan Creek which feeds into the Laguna de Santa Rosa and Russian River which both are designated as critical habitat for Coho Salmon, Chinook salmon and steelhead trout among many other species.
Habitat fragmentation – development near a creek could fragment natural habitats, disrupt wildlife corridors and reduce biodiversity	vs.	9,000 native plants 2+ acres of “monarch meadows” 7 turtle basking rock clusters 15 log habitat
Ryder homes has proven to cut corners and build and/or fix issues by the cheapest means available when it comes to the single family home development. They are unresponsive and extremely slow to address warranty issues. The drainage/sewer systems have been reconstructed and worked on several times	vs.	It's essential that the proposed development adheres to regulations to avoid negative impact to the restoration project and creek ecosystem
Will tear down a huge eucalyptus tree next to the creek that is home to hundreds of bird and insect species	vs.	Enhance habitat quality – how is this possible if a tree that is home to owls, hawks, and several other bird species be removed?

Marsh/field will be built over and destroyed. It is home to the endangered species of CA Tiger Salamander.	vs.	Endangered species - California Tiger Salamander. The creek restoration project was in part done to preserve the existence of the CA Tiger Salamander
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Is there a Stormwater Management Plan or Stormwater Pollution Prevention Plan?

If so, what are the results and how will Ryder be held responsible in meeting regulatory requirements and protecting the area?

***All information sited from the below website:**

<https://www.srcity.org/3725/Lower-Colgan-Creek-Restoration-Project>

Traffic Impact - Increased Traffic Congestion & Concerns – has a Traffic Impact Study been done? If so, what are the results or what are you going to do to improve the road conditions and traffic congestion?

A development of 62 townhomes on a road with only 2-lane roads surrounding it and a high school, will significantly increase traffic and congestion which in turn will lead to several negative impacts for the current community and the high school.

- There are only 2-lane roads in and around this entire development area
 - Dutton Meadow
 - Bellevue
 - Burgess
 - Common Way
 - Hearn
 - Dutton/Standish
 - Stoney Point
 - All the streets within the Meadow Creek Phase I and II neighborhoods – are actually smaller than two lane roads due to parked cars on the streets
- The roads are also in very poor shape (potholes, dips, cracks, etc.) and will only get worse with increased traffic.
- Each Townhome will most likely have a minimum of 2 cars per townhome which will increase the number of vehicles in the neighborhood by at least 124. Given the number of vehicles per home in the surrounding neighborhoods, that number will likely be much greater.
- Will cause a significant reduction in “level of service” which will cause delay times of first responders accessing the existing neighborhoods and high school putting residents and students at grave safety risks especially during an emergency
- When the high school is in session the streets leading in and out of the neighborhood are already severely congested.
 - Fall of 2026 the high school will transition to grades 7-12 bringing in even more vehicles and pedestrian traffic and present an even greater safety risk
- Adding over 100 new vehicles to the area will only make this congestion worse and increases the potential for accidents and safety issues for the students and residents alike.
- Burgess Road is already being used as a drag race road with cars speeding in excess of 50 mph and the intersection of Burgess and Bellevue is used daily as a place to do “donuts” and is unsafe. There are never any police patrol vehicles in the area.

- Drivers currently don't adhere to stop signs or speed limits - Increased traffic, coupled with congestion, already existing unsafe drivers will lead to a rise in accidents and collisions and is a public safety issue
- Noise and air pollution will increase. This neighborhood already experiences the loud noises of speeding cars, drag racing and donuts in the area. Adding over 100 vehicles to the neighborhood will only increase that.
- Air pollution will increase with the congested area and more cars stuck idling or moving slowly
- Overall quality of life for existing residents will decrease due to the increased traffic, noise and pollution levels.
- What are the mitigation measures being taken to ensure that traffic isn't worsened and additional safety hazards are not created by building the townhomes?

Ryder Impact

- Have you taken a survey of current residents who purchased homes from Ryder? Have you asked what kind of issues we've all experienced?
- The integrity of our homes is definitely a fear for many with major construction issues being discovered and a warranty employee who regularly proclaims that "it was cheaper" or "it cost less" to do it that way or "this is normal wear and tear" less for homes less than a year or two old. These homes cost anywhere between \$750K to over \$1M. Nothing should have been done "cheap." So building 62 townhomes with this same developer/builder is extremely concerning knowing the corners they cut with our homes and the quality of the workmanship.
- Ryder is extremely slow and/or unresponsive to warranty issues and/or other build issues that have come to light for most, if not all, residents.
- Jay Ryder has personally been confronted while in the neighborhood about the unresponsiveness, slow response times, quality of the work and he had nothing to say and didn't seem to care or take any pride in the work that was being done and he didn't care about whether or not the issues were fixed. He's clearly driven by money not integrity.
- The salesperson lies and will promise potential or current homeowners things that are in direct opposition of the builder and reality.
- The environmental impact building these townhomes will have is bad enough, but building them with a company like Ryder makes it unthinkable. I would not trust that they follow any sort of regulations that keep the environment or community safe.

- I also would warn any future homeowners of the condos to reconsider given the issues that we have all had.

Transportation Impact Study

Study Reference	Questions/Comments
(ITE) Trip Generation - 2021 Edition	A 2021 edition was used to determine post 2025 trips in the neighborhood? In 2021 only a few SFH had been built in Phase I of the Meadow Creek Development and the condos off of Dutton Meadow didn't exist. This also doesn't take into account that Elsie Allen will be grades 7-12 starting in the Fall of 2026. Clearly no one has observed the traffic coming in and out of the area in the morning or evening hours when school starts and ends. There are cars lined up and down all the residential streets waiting for kids to get out of school.
CHP SWITRS Report - 1/1/18 to 12/31/22	You've used a 5-year study that includes a time before Phases I and II of the Meadow Creek development were even started in the area or the condos off Dutton Meadow and Bellevue were built AND a time when people were sheltering in place due to COVID as a means to determine Pedestrian safety in the area???? I think this study is outdated and not an accurate depiction of the risk and the current pedestrian environment.
CHP SWITRS Report - 1/1/18 to 12/31/22	Same comment above regarding bicycle study - outdated study and the period used is not an accurate depiction of current situation in the area
CHP SWITRS Report - 1/1/18 to 12/31/22	Collisions, same comment as above but you should add that the intersection of Bellevue and Burgess is currently used almost daily as a place for reckless drivers using it to do donuts with their cars.
Warrants Evaluation Left-turn lane	Clearly no one has observed the traffic that occurs on Burgess Drive while school is in session in the mornings and afternoons or the number of vehicles in the residential streets across from the high school. This will only get worse once the school starts taking in 7th and 8th graders who's parents will most likely need to drive them to school. The methodology was based on a study done in Washington State in 1997 and work done in 1961 and work conducted in 1967 and updated in 1991????

Signal Warrants	A traffic signal at Burgess and Bellevue is warranted now. A traffic signal may also be a deterrent for the donuts and excessive speed happening on Bellevue and Burgess currently. Again, this report cites that conditions were recorded in April 2023. This is before Phase I or Phase II of Meadow Creek were even completed or the condos on Dutton Meadow and Bellevue.
Emergency Access & Response	If the same 5-year study was used to determine this, again, its outdated and not indicative of current conditions in the neighborhood
Parking	Has anyone walked around the first two phases of Meadow Creek or looked at the number of cars lining the street of the condos to the east of the proposed townhome project? The SFH's have at least 3-4 cars per house on some streets. There are cars lining Common Way. This is not a walkable area and everyone has a car.
Peak Hour Volumes and Delay	This report was conducted in April 2023. At this point Phase I of the Meadow Creek development was not complete. The last street to be sold and occupied, Flapjack Way only had 3 occupied homes at that time and Phase II construction had barely been started. The condos on Dutton Meadow/Bellevue also were under construction at this time and had were not occupied or had any vehicles other than construction vehicles at this time. This report is OUTDATED

Stormwater Control Plan	
Plan Reference	Questions/Comments
Best Management Practices (BMP)	Based on a City of SR Storm Water Low Impact Development (LID) Technical Design Manual dated 2017 and revised in 2020
Hydrology	A mean seasonal precipitation of 28 inches was used for treatment flows. The past 3 years, rain totals have been: 2022-2023 = 41.64 inches, 2023-2024 = 37.57 inches and 2024-2025 = 42.59 inches. Have you not considered climate change or the increased rainfall that the area has experienced in the last few years?
Mean Seasonal Precipitation Map	Is dated "revised June 1983" ??? Are you really using a 42 year old map to determine stormwater control?

BMP Maintenance Requirements

"The applicant accepts the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity. Treatment BMP's require minimum maintenance similar to that for any landscape areas.

BMP's must be regularly maintained to ensure that they continue to be effective and do not

cause flooding or other harmful nuisances." The applicant has currently exhibited a lack of responsibility in maintaining the field in its current state. They mow the perimeter once a year but residents have had to submit multiple requests to Ryder to remove the weeds growing above their fence lines and only until a fire broke out and lawsuits were threatened did they send someone out to remove the weeds and brush growing along the fenceline.

Such provisions shall include audible and visual alarms on the control panel for the pump that will alert the **HOA** in the event of a pump failure. The pump may also be equipped with communication abilities / an off-line portal (via phone/internet/radio signals) to notify the designated HOA personnel of any maintenance needs.

<https://www.slwvd.com/about-us/pages/local-weather-rainfall#:~:text=Below%20you%20will%20find%20historical%20rainfall%20information,is%20from%20October%201%20%2D%20September%2030.>

There is no HOA

Environmental Impact

These two projects seem to be in direct opposition. Building the 62 townhomes seems to completely invalidate every goal and objective of the Colgan Creek Restoration Project which started in 2014 and is now in its final phase.

Ryder Townhomes		Lower Colgan Creek Restoration Project*
Build 62 Townhomes – can lead to increased erosion and sedimentation entering the creek affecting water quality and aquatic habitat	vs.	Aims to enhance habitat quality for fish, wildlife, restore the natural ecosystem services provided by the creek, improve pedestrian access and reduce flood risk.
Increased impervious surface (roofs, patios, etc.) which can increase stormwater runoff carrying pollutants and altering the creek's hydrology	vs.	Create a continuous riparian habitat enhancement area totaling 15 urban acres and extending 1.3 miles along the creek linking previous two phases
Water quality degradation – runoff from condominiums can contain pollutants such as fertilizers, pesticides and household chemicals	vs.	The project is geared towards improved water quality. Construction near a creek could negatively impact water quality and habitat downstream of Colgan Creek which feeds into the Laguna de Santa Rosa and Russian River which both are designated as critical habitat for Coho Salmon, Chinook salmon and steelhead trout among many other species.
Habitat fragmentation – development near a creek could fragment natural habitats, disrupt wildlife corridors and reduce biodiversity	vs.	9,000 native plants 2+ acres of “monarch meadows” 7 turtle basking rock clusters 15 log habitat
Ryder homes has proven to cut corners and build and/or fix issues by the cheapest means available when it comes to the single family home development. They are unresponsive and extremely slow to address warranty issues. The drainage/sewer systems have been reconstructed and worked on several times	vs.	It's essential that the proposed development adheres to regulations to avoid negative impact to the restoration project and creek ecosystem
Will tear down a huge eucalyptus tree next to the creek that is home to hundreds of bird and insect species	vs.	Enhance habitat quality – how is this possible if a tree that is home to owls, hawks, and several other bird species be removed?

Marsh/field will be built over and destroyed. It is home to the endangered species of CA Tiger Salamander.	vs.	Endangered species - California Tiger Salamander. The creek restoration project was in part done to preserve the existence of the CA Tiger Salamander
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Is there a Stormwater Management Plan or Stormwater Pollution Prevention Plan?

If so, what are the results and how will Ryder be held responsible in meeting regulatory requirements and protecting the area?

***All information sited from the below website:**

<https://www.srcity.org/3725/Lower-Colgan-Creek-Restoration-Project>

Traffic Impact - Increased Traffic Congestion & Concerns – has a Traffic Impact Study been done? If so, what are the results or what are you going to do to improve the road conditions and traffic congestion?

A development of 62 townhomes on a road with only 2-lane roads surrounding it and a high school, will significantly increase traffic and congestion which in turn will lead to several negative impacts for the current community and the high school.

- There are only 2-lane roads in and around this entire development area
 - Dutton Meadow
 - Bellevue
 - Burgess
 - Common Way
 - Hearn
 - Dutton/Standish
 - Stoney Point
 - All the streets within the Meadow Creek Phase I and II neighborhoods – are actually smaller than two lane roads due to parked cars on the streets
- The roads are also in very poor shape (potholes, dips, cracks, etc.) and will only get worse with increased traffic.
- Each Townhome will most likely have a minimum of 2 cars per townhome which will increase the number of vehicles in the neighborhood by at least 124. Given the number of vehicles per home in the surrounding neighborhoods, that number will likely be much greater.
- Will cause a significant reduction in “level of service” which will cause delay times of first responders accessing the existing neighborhoods and high school putting residents and students at grave safety risks especially during an emergency
- When the high school is in session the streets leading in and out of the neighborhood are already severely congested.
 - Fall of 2026 the high school will transition to grades 7-12 bringing in even more vehicles and pedestrian traffic and present an even greater safety risk
- Adding over 100 new vehicles to the area will only make this congestion worse and increases the potential for accidents and safety issues for the students and residents alike.
- Burgess Road is already being used as a drag race road with cars speeding in excess of 50 mph and the intersection of Burgess and Bellevue is used daily as a place to do “donuts” and is unsafe. There are never any police patrol vehicles in the area.

- Drivers currently don't adhere to stop signs or speed limits - Increased traffic, coupled with congestion, already existing unsafe drivers will lead to a rise in accidents and collisions and is a public safety issue
- Noise and air pollution will increase. This neighborhood already experiences the loud noises of speeding cars, drag racing and donuts in the area. Adding over 100 vehicles to the neighborhood will only increase that.
- Air pollution will increase with the congested area and more cars stuck idling or moving slowly
- Overall quality of life for existing residents will decrease due to the increased traffic, noise and pollution levels.
- What are the mitigation measures being taken to ensure that traffic isn't worsened and additional safety hazards are not created by building the townhomes?

Ryder Impact

- Have you taken a survey of current residents who purchased homes from Ryder? Have you asked what kind of issues we've all experienced?
- The integrity of our homes is definitely a fear for many with major construction issues being discovered and a warranty employee who regularly proclaims that "it was cheaper" or "it cost less" to do it that way or "this is normal wear and tear" less for homes less than a year or two old. These homes cost anywhere between \$750K to over \$1M. Nothing should have been done "cheap." So building 62 townhomes with this same developer/builder is extremely concerning knowing the corners they cut with our homes and the quality of the workmanship.
- Ryder is extremely slow and/or unresponsive to warranty issues and/or other build issues that have come to light for most, if not all, residents.
- Jay Ryder has personally been confronted while in the neighborhood about the unresponsiveness, slow response times, quality of the work and he had nothing to say and didn't seem to care or take any pride in the work that was being done and he didn't care about whether or not the issues were fixed. He's clearly driven by money not integrity.
- The salesperson lies and will promise potential or current homeowners things that are in direct opposition of the builder and reality.
- The environmental impact building these townhomes will have is bad enough, but building them with a company like Ryder makes it unthinkable. I would not trust that they follow any sort of regulations that keep the environment or community safe.

- I also would warn any future homeowners of the condos to reconsider given the issues that we have all had.

Kolarik, Mark

Sent:	Thursday, August 21, 2025 12:41 PM
To:	Bisla, Sachnoor
Subject:	[EXTERNAL] Meadow Creek Townhomes

Hello Planner Bisla. I will not be attending the public meeting regarding the proposed Meadow Creek Townhomes but do have some questions and concerns.

Will these all be market rate homes? As you know, the real need in our community is for truly affordable housing.

Will there be a traffic study? Study regarding evacuation and disaster response? I'm very concerned about the enormous increase in density in this area in recent years while roads remain narrow and there is no adequate public transit. Very little public services are in this area too, so residents will need to drive frequently, increasing congestion significantly.

What is the City doing to provide green space and parks for all these new developments?

Thank you for your attention to these concerns.

Wendy Krupnick

Santa Rosa