

Kolarik, Mark

From: Kolarik, Mark
Sent: Wednesday, September 3, 2025 11:33 AM
To: McKay, Conor
Cc: Bisla, Sachnoor; Brown, Madeline; Sheikhal, Monet
Subject: ZA - 9/3/25 - Late Correspondence
Attachments: Late Correspondence (Uploaded 09-03-2025).pdf

Good morning Conor,

Please see attached for late correspondence received yesterday, and today, regarding the September 3, 2025 Special Zoning Administrator meeting.

Best regards,

Mark Kolarik | Senior Administrative Assistant

Planning & Economic Development | Administration
100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-3200

“Coming soon in 2025, the Planning, Building, and Engineering Divisions of the City of Santa Rosa's Planning and Economic Development Department will fully transition to an online application submittal process through the Accela Citizen Access platform. Learn more about the Online Permitting System [here](#), and more information will be coming soon!”

May we have your feedback?



www.srcity.org/PEDFeedbackSurvey

Kolarik, Mark

From: [REDACTED]
Sent: Tuesday, September 2, 2025 4:28 PM
To: Planning Shared; McKay, Conor; Kolarik, Mark
Cc: CMOOffice; City Clerk; CA Office; Hartman, Suzanne
Subject: [EXTERNAL] public comment re item 3.1 for the 9/3/25 Zoning Administrator hearing
Attachments: Santa Rosa - 533 Bellevue Ave - HAA letter.pdf

Dear Santa Rosa Zoning Administrator,

The California Housing Defense Fund ("CalHDF") submits the attached public comment re item 3.1 for the 9/3/25 Zoning Administrator hearing, the proposed 62-unit housing development project at 533 Bellevue Ave, which includes 6 moderate-income units.

Sincerely,

James M. Lloyd
Director of Planning and Investigations
California Housing Defense Fund
james@calhdf.org
CalHDF is grant & donation funded
Donate today - <https://calhdf.org/donate/>



Sep 2, 2025

City of Santa Rosa
637 1st St
Santa Rosa, CA 95404

Re: Proposed Housing Development Project at 533 Bellevue Ave

To: Planning@srcity.org; CTMcKay@srcity.org; MKolarik@srcity.org

Cc: CMOffice@srcity.org; CityClerk@srcity.org; caoffice@srcity.org;
SHartman@srcity.org

Dear Santa Rosa Zoning Administrator,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the City of its obligation to abide by all relevant state laws when evaluating the proposed 62-unit housing development project at 533 Bellevue Ave, which includes 6 moderate-income units. These laws include the Housing Accountability Act (“HAA”) and AB 130.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subd. (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would reduce the project’s density unless, again, such written findings are made. (*Ibid.*) As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA’s ambit, and it complies with local zoning code and the City’s general plan. The HAA’s protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct “a thorough analysis of the economic, social, and environmental effects of the action.” (*Id.* at subd. (b).)

Furthermore, the project is exempt from state environmental review pursuant to section Government Code Section 65457. The project is also likely eligible for a statutory exemption from CEQA pursuant to AB 130 (Pub. Res. Code, § 21080.66), which was signed into law on June 30, 2025 and effective immediately (Assembly Bill No. 130, 2025-2026 Regular Session, Sec. 74, available [here](#)). Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA

2201 Broadway, PH1, Oakland, CA 94612
www.calhdf.org

exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

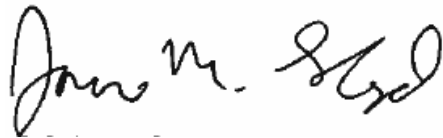
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: it will provide important homeownership opportunities; it will increase the city's tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the City to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

Kolarik, Mark

From: Bisla, Sachnoor
Sent: Wednesday, September 3, 2025 10:56 AM
To: Kolarik, Mark
Subject: FW: [EXTERNAL] Re: Public Comments - Meadow Creek Townhomes
Attachments: SR Public Hearing Comments-Concerns -09.03.25.docx; Public Hearing Recommendations - 09.03.25.docx; Public Hearing comments - 09.03.25.xlsx

Sachnoor Bisla | City Planner

Planning and Economic Development Department | 100 Santa Rosa Ave | Santa Rosa, CA 95404
Tel. (707) 543-3223 | Fax (707) 292-0963 | sbisla@srcity.org



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From: [REDACTED]
Sent: Friday, August 29, 2025 11:59 AM
To: Bisla, Sachnoor <sbisla@srcity.org>
Subject: Re: [EXTERNAL] Re: Public Comments - Meadow Creek Townhomes

Hi Noor,

I appreciate the response and the additional information you provided. I wanted to submit my comments for next week's Public Hearing. Unfortunately, we are out of town next week and won't be able to attend. I will try to log into YouTube if we land in time to do so. I'm attaching 3 documents which I would like to submit as my public comment. Let me know if you have any questions. Thank you.

On Thu, Aug 21, 2025 at 3:58 PM Bisla, Sachnoor <sbisla@srcity.org> wrote:

Hi Kelly,

Unfortunately, we don't have a transcript of the meeting available, but you can rewatch the video [here](#) or on the City's YouTube page. The City's Traffic Engineer attended the meeting and did respond to questions about the Traffic Study. As for next steps, on Wednesday, September 3 at 5 pm we are holding a public hearing for the Design Review portion of the project, where the Zoning Administrator will be reviewing and acting on the proposed design of the buildings and structures. The Planning Commission approved the Tentative Map, allowing the subdivision to be built as shown in the site plan.

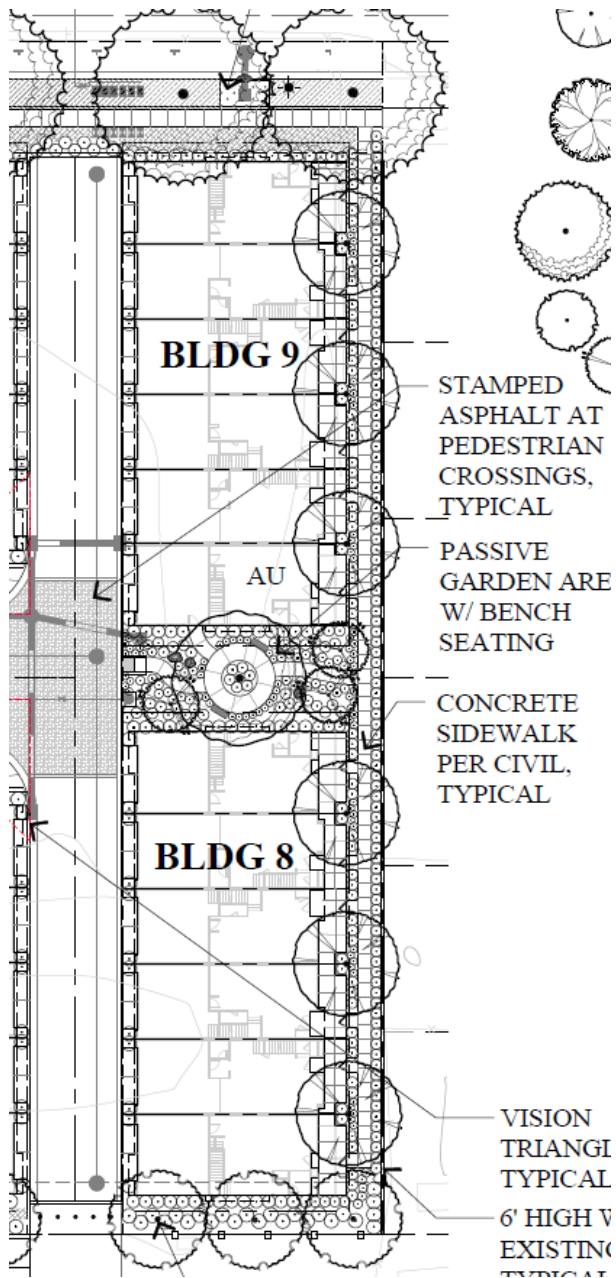
I would also like to clarify that the homes will not be built 10' from the properties along Flapjack Way. The actual buildings will be no less than 17' from the rear property lines of the properties along Flapjack Way. The 3'6" tall wall enclosing the front patio area will be 10' from that property line, with the actual face of the building set back 7' further:



This exceeds the rear setback requirement of both the R-3-18 and R-1-6 zoning districts, which is 15 feet. In other words, if there were backyards here, they would only be required to build a minimum of 15 feet away from the property line – but these buildings will be 17 feet away. Additionally, at 4.78 acres, the maximum allowable density of the site is 86 units, whereas the project consists of 62 units.

I understand that this information was not disclosed to you when you purchased the home. Unfortunately, I don't know if realtors/developers are required to disclose the development potential of a site, but our department here at the City is always available to answer questions regarding zoning, density, and development standards.

Finally, as shown in the Conceptual Landscape Plan that was included in the meeting agenda, there are plans to plant Water Gum trees along those buildings:



Thank you,

Noor

Sachnoor Bisla | City Planner

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Tel. (707) 543-3223 | Fax (707) 292-0963 | sbisla@srcity.org



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From: Kelly Hines <kellydenisehines@gmail.com>
Sent: Wednesday, July 30, 2025 12:07 PM
To: Bisla, Sachnoor <sbisla@srcity.org>
Cc: Gurney, Cleve <cgurney@srcity.org>
Subject: Re: [EXTERNAL] Re: Public Comments - Meadow Creek Townhomes

Hi Noor,

I wasn't able to attend the meeting which is why I submitted all my concerns prior to. However, I did hear back from those that attended that the traffic concerns and the fact that the 5-year study that was done were not really addressed at the meeting. I realize that the plans were approved by the council at the meeting which is disappointing to say the least and especially since it appears that not much consideration was taken for the current residents or current environment. I did catch the end of the meeting on YouTube and heard how much Ryder was praised for making the requested changes to their plans. Now those changes seem to have the townhomes backing up to within 10 feet of our back fences which will allow visibility directly into our backyards and into bedrooms/bathrooms of those of us who have two story homes. Had this been disclosed to us when we purchased the home in 2023, we would have reconsidered. All the other homes in this development have a buffer of two backyards between them. We will only have our backyards plus 10ft. Not only will this be intrusive but it will have serious resale implications for all of us. Are there any plans to include privacy type trees to line the back of our fences/property lines? Are there transcripts available of the meeting last week that I can review so that I understand what was discussed and what are next steps? Thank you.

Kelly

On Thu, Jul 24, 2025 at 2:51 PM Bisla, Sachnoor <sbisla@srcity.org> wrote:

Hi Kelly,

Thank you for your response – the City’s Traffic Engineer, Rob Sprinkle, will be available at today’s meeting to discuss any concerns related to traffic and circulation.

Thank you,

Noor

Sachnoor Bisla | City Planner

Planning and Economic Development Department | 100 Santa Rosa Ave | Santa Rosa, CA 95404

Tel. (707) 543-3223 | Fax (707) 292-0963 | sbisla@srcity.org



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From: Kelly Hines <kellydenisehines@gmail.com>

Sent: Thursday, July 24, 2025 2:19 PM

To: Gurney, Cleve <cgurney@srcity.org>

Cc: Bisla, Sachnoor <sbisla@srcity.org>; Erin Ramos <egomez@srcs.k12.ca.us>

Subject: [EXTERNAL] Re: Public Comments - Meadow Creek Townhomes

Hi Cleve,

I appreciate the response and additional information. Not sure if this is in your purview but I am also really concerned about the traffic and congestion impact that this will have on our already vehicle heavy neighborhood and the current road conditions surrounding it. Unfortunately, I am working in the

city today and won't make it back in time to get to the meeting in person. I am going to try to join by Zoom while in my car on the way home.

It seems by the multiple responses that I've received that this is pretty much a done deal and public comment is just that, comments without much chance of change, reconsideration or appeal. It's unfortunate because the habitat in the area, the huge beautiful eucalyptus trees that are home to thousands of birds including owls and hawks, not to mention the wetlands that inhabit thousands of creatures are all going to be destroyed. I feel this project will also create a public safety risk to the current residents as well as the students at Elsie. And in all the responses, no one has addressed the issues that every single homeowner in the first two phases of the Meadow Creek development have experienced with this particular builder, Ryder. I wish you would take a survey and ask residents for pictures and lists of all the workmanship issues. Ryder has been a nightmare for all of us and we're still having to deal with them and issues 2-3 years after moving into our homes.

Anyway, thank you for your time and responses. Any further information you can give on my other issues would be greatly appreciated.

Kelly

On Thu, Jul 24, 2025 at 1:49 PM Gurney, Cleve <cgurney@srcity.org> wrote:

Hello Kelly,

My name is Cleve Gurney, and I am with the Engineering division of the City of Santa Rosa. Noor Bisla, City Planner assigned to the Meadowcreek Townhome project, forwarded me some comments in regard to concerns on the stormwater design. I wanted to reach out and provide some context on our review of the stormwater design and hopefully answer any questions you had.

- Best Management Practices and Hydrology - The mean seasonal precipitation of 28 inches is used for the sizing of LID (Low Impact Development) BMPs (Best Management Practices) for treatment, not the sizing of the piped system to convey runoff from the proposed development. These BMPs (swales, bioretention basins, etc.) are sized for a 1" rain event over a 24 hour period. For larger storm events, water fills up in the BMP and overflows into a piped system, to the public Sd system, and eventually to a creek. These LID BMPs are meant to provide water quality treatment and infiltrate portions of runoff to mimic the condition of the previous undeveloped site. The LID Manual calculator was developed to account for a large region and

the mean seasonal precipitation is used as a factor to adjust this 1” average, so in areas that receive more precipitation than others, a larger BMP will be sized to treat more runoff.

- Mean Seasonal Precipitation Map – Yes, this map is outdated, but as stated above this is not used for the sizing of the drainage system. Since the LID Manual was designed to account for such a large region, the calculations use a factor to either increase or decrease the 1” value. An updated calculator would need to be developed to take into account NOAA’s (National Oceanic and Atmospheric Administration) with more recent precipitation data or equations created more specific to localized areas. This calculator takes into account the entire Region (Cloverdale, Cotati, Healdsburg, Santa Rosa, Sebastopol, Ukiah, Windsor). Please note, the City’s storm drain standards references Sonoma Water’s Flood Management Design Manual which requires the use of NOAA’s data for drainage design. So in short, two separate designs using different data.
- BMP Maintenance – All common parcels, SWLID BMPs, and the pump are to be owned and maintained by the HOA. Per the Drainage Report: “Proposed 18”-24” storm drain pipes will convey on-site stormwater to the southeast corner, where a pump will convey (via a force main and bubble-ups) stormwater to the large bioretention basin for treatment. An overflow pipe is provided at the pump in the event of a failure or large storm event to ensure drainage for the project. The overflow pipe elevation is set to be lower than upstream ground elevations so that ponding surface water does not occur. Ultimately the 24” pipe will connect to the existing 48” pipe in Common Way.” In addition, per the SWLID Report: “The pump shall be inspected and maintained at a minimum per the manufacturer’s recommendations. Additionally, the Plan shall include provisions in the event of a pump failure or power outage. 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.”

I hope this answers your questions and provides more clarity on the proposed design. I will be at the PC meeting later today to answer any additional questions you may have. Please feel free to reach out to me via email or phone.

Thank you,

Cleve Gurney, P.E. | Deputy Director, Development Services

Planning and Economic Development

100 Santa Rosa Avenue | Santa Rosa, CA 95404

Tel. (707) 543-3206 | cgurney@srcity.org

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PUBLIC COMMENT for Public Hearing on 9/3/25 – RE: Meadow Creek Townhomes

I still do not believe that the traffic issue has been adequately addressed and that the information used to determine the impact that it will have on the neighborhood is outdated and irrelevant to current conditions. I'm going to include the issues and concerns from the last meeting but will also be adding to them.

Question asked at the July 24, 2025 meeting. Traffic Impact - Increased Traffic Congestion & Concerns – has a Traffic Impact Study been done? This was my question for the July meeting. Apparently, this was addressed without much comment or information at the July 24, 2025 meeting. However, I do not believe that it was adequately addressed and also feel that the study done is severely outdated.

Since I sent in my comments for the July 24, 2025 Public Hearing, construction has started on a project across the street from Meadow View Elementary School. It looks like an additional 137 homes based on the map included in a report that the school submitted. I've attached a report done in May 2025 by Meadow View ES about their concerns related to traffic and cars in an area that is already experiencing a lot of traffic issues and delays.

There were also developers/surveyors out at the empty lot that sits immediately north of the Phase II, Meadow Creek single family homes on Ryder Way/Common Way. Is this the Meadowwood Ranch Subdivision Project which plans to bring in 89 new development housing units? And is this plan moving forward?

Transportation Impact Study – 1/1/18 to 12/31/22 – Since then.....

Development	Year	# of Units	Potential Minimum Impact
Meadow Creek Phase I & II	2021-2024	78 SFH	134 additional cars
Meadow Creek Townhomes	Post 2025	62 Townhomes	124 additional cars
Colgan Creek Apartments	2024	130 SF Units	260 additional cars
Meadowwood Ranch	Post 2025	89 Units	178 additional cars
Development across the street from Meadow View ES	2025 – construction started two weeks ago	137 Units	274 additional cars
Elsie Allen High School	Fall of 2026	Will be grades 7-12 instead of 9-12 which will add more vehicles	

The Transportation Impact Study that was done between 2018 and 2022 was done before any of the above existed and during COVID. At a minimum if each new unit has 2 vehicles per unit that is 970 additional vehicles in the one-mile radius of this neighborhood. We know that most units have more than 2 vehicles, so we are looking at adding over 1,000 vehicles to this neighborhood. The Meadow Creek Townhomes will only have a single access road off of Burgess which is also the main access road for Elsie Allen High School and the Meadow Creek Phase I & II homes. This study concluded that no left-turn lanes or traffic signals were warranted in the area. I believe this to be severely inaccurate.

Also, the traffic from both the Todd Road and Hearn exits off the 101 North is unbelievably congested already in the late afternoon. It has taken me 20-30 minutes to get home from both of those exits. The traffic on Hearn going both directions from the 101 is incredibly congested between 3 and 5pm. It will only get worse once all these developments are complete and occupied.

Below are my comments/concerns from the July 24, 2025 Public Hearing which I believe are still relevant and should be addressed and entered into record again.

Comments submitted for the Public Hearing held on July 24, 2025. STILL RELEVANT

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
- Single access point off Burgess which is also the main access road to Elsie Allen High School and the Meadow Creek Phase I & II homes
- 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?

Public Hearing – Special Zoning Administrator Meeting

When: Wednesday, September 3, 2025

RE: Meadow Creek Townhomes

Purpose of Meeting – to receive public comment and recommendations prior to acting on the requested applications

Recommendations prior to Notice to Proceed with Construction

1. Conduct a new 5-year Traffic Impact Study before allowing the development to continue
2. Conduct a survey of current homeowners of Meadow Creek about their experiences with Ryder Homes – collect documentation and pictures before allowing them to continue to build. Address their workmanship issues with them.

Recommendations if Project is approved to move forward

1. Install traffic signals at:
 - a. Burgess and Bellevue
 - b. Bellevue and Dutton Meadow
 - c. Dutton/Standish and Bellevue
 - d. Dutton Meadow and Hearn
2. Install security/police cameras at the intersection of Burgess and Bellevue to deter the constant reckless driving and donuts that currently take place
3. Put a Stop Sign at Ryder Drive and Dutton Meadow due to the blind spot created by parked cars/trucks in front of the Ryder Homes on Dutton Meadow
4. Build sidewalks on both sides of Dutton Meadow
5. Put speed bumps all along Burgess between Bellevue & Applejack Way (the entire length of the high school campus)
6. Put at least two speed bumps on each street off of Burgess – Flapjack, Blackjack, Caddyshack & Applejack
7. Put speed bumps on Common Way (SPEEDING cars are a major issue in this neighborhood)
8. Plant privacy trees along the entire property line between the homes on Flapjack Way and the new townhomes
9. Make Ryder either reinforce our current fence or build a new, higher fence for the homeowners of Flapjack Way. Current fence is falling down and had to be reinforced in several areas. It is held together with construction staples and not nails. A contractor advised one neighbor that they didn't see concrete posts

installed to help with reinforcing and securing the fence. All the slats are buckling and have been for the last two years.

10. DO NOT remove the eucalyptus trees that are home to owls and other birds; find a way to build around those trees.
11. Repave, even out and widen all the surrounding streets – Bellevue, Burgess, Dutton Meadow

Transportation Impact Study		
Study Reference	Questions/Comments	Concerns
(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.	Over 1,000 new vehicles will be moving into the area after all the planned housing developments are completed. This trip generation is outdated and does not represent current or future conditions.
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.	Same comment as above
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	Same comment as above
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.	Same comment as above
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????	A left-turn lane and a traffic signal are warranted, as well as other traffic signals on other streets within the 1-mile radius. There is also a blind spot looking north for cars coming out of Ryder Drive onto Dutton Meadow.
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.	A left-turn lane and a traffic signal are warranted, as well as other traffic signals on other streets within the 1-mile radius. There is also a blind spot looking north for cars coming out of Ryder Drive onto Dutton Meadow.
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.	There are car owners from the Colgan Creek Apartments parking on Common Way and Flapjack Way in the Meadow Creek development. We've also witnessed cars in the Colgan Creek Apartments parking in red zones designated as emergency areas and up on the actual side walks.
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 not been occupied or had any vehicles other than construction vehicles at this time. This report is OUTDATED	