February 2, 2020

Dear Madam Mayor and City Council:

Please uphold the Planning Commission’s denial of 1982 Oak Creek PUD revision or removal.

PUD:

- Never build any more that burdens Graylawn avenue with traffic
- Never build again without a new street providing ingress/egress
- Parcel 09 to remain as currently zoned agricultural
- All Heritage Oaks to remain protected

Please weigh the voice of those who live in the Payran neighborhood heavily. In 1960s, it was a neighbor showing official the nuances of the land that ceased PG&E’s construction of a Nuclear Power Plant on the earthquake fault line.

Traffic counts and behavior along with flood risk impact must be evaluated from the perspective of neighbors rather than solely numbers/Staff Report. Both Graylawn is not a standard residential street: high crowns, deep gutters, substantial rain run-off from northward, curve, dips, 5 intersections, 2 blind intersections, and varied elevation. PUD acknowledges this, its creation was accompanied by citing of need to protect Graylawn from traffic nuisance and safety concerns.

- Parked cars lining W. Payran obstruct fields of view and make getting onto the street dangerous.
- Currently very difficult and dangerous to pull out of driveways on Payran.
- Current critical level of side-swiped cars and other assets (signs, posts, trees, trash bins) -- most, if not all are unreported to Police.
- Child struck by car on Jess in 2019, not reported to Police.

FEIR traffic analysis has major omission:

- Traffic study was conducted Jan 2019 during school holiday week (MLK Jr)
- Following neighbor protests, City redid study in March (during another holiday)
- City never provides March data
  - City states March data not "substantially" different that January's data
- City says March data is in Traffic Summary Appendix, however no March data is included
  - Multiple requests for March data remain pending for months/ultimately unprovided

The General Plan proclaims the City's priority is to "Continue to preclude new developments from compounding or impacting the potential for flooding in the developed areas."

- City accepted flood-protection responsibility when it partnered in Flood Wall built and maintenance
- City increased flood-protection responsibility when it declared Climate Emergency
Do not give out-of-county Johnsons’ all the revenue/profit benefits while leaving neighbors and City with unacceptable cost: increased flooding potential, evacuation hazard, and potential financial burden of mandated flood insurance, increase flood insurance premiums, flood clean up and lawsuit payouts.

Finally, I invite you to review Argus Courier and Press Democrat photos of Petaluma’s most recent floods (2005-2019), including Auto and Outlet Malls, which EIRs were approved by City.

Thank you,
Taryn Obaid

2005
2019

*Industrial Ave*

*Petaluma Blvd, 2017*

*Liberty Rd*

*Lindberg Lane and Lakeville Street, 2014*

*Stony Point Rd*

*Magnolia Ave, 2014*