

## Responses to Council Questions and Comments

4/15/2024

### Item #5: Receive an Updated Goals and Priorities Workplan for Fiscal Years 2024/25 and 2025/26 and Provide Direction to Staff

- Question: Huge goals are set for year one with mostly follow up in year 2.
  - Response: Milestones don't reflect level of effort. Year 1 has some teeing up milestones with implementation in Year 2
- Question: Are there any goals in the list that can be slid back into year 2 to relieve some pressure off staff?
  - Response: This will be part of the discussion with Council during the meeting.
- Question: Can we ensure that all the Cannabis retail goals be met before end of this year and not slip into year 2 so retailers are selling in their stores by year end?
  - Response: Retail cannabis regulations and permitting are all slated for Year 1.
- Question: How long must public input be and get the 3 retailers selected in some process - can we fast track these to be completed ASAP?
  - Response: Again, retail cannabis goals are scheduled for year 1. Staff are aware of the Council's desire to complete this work as soon as possible.
- Question: Can we ensure that all of the tree ordinance goals be met before end of this year and not slip into year 2?
  - Response: This is also slated for Year 1.
- Question: The trestle did not show up in either year 1 or 2 goals in downtown beautification so can we include this moving forward and maybe pick up a small piece of it like dismantling the rotten pilings and hazardous structures?
  - Response: See Staff report: At Council's Feb 26 meeting, staff categorized Council priorities into 3 areas of focus, which allows for more comparable prioritization within a category (apples to apples) then with workplan items requiring a different set of resources, level of effort, funding source, and time commitment. At that time, we recommended wrapping capital projects up in our annual budget discussions in May and to prioritize them among the rest of our Capital Improvement Projects.
- Question: The artificial grass soccer field at Lucchesi Park can only last so long before repair or change to natural turf is needed so is that decision needed soon or will we have to close it down at some point? Concerns of hazards for new artificial turf still apply today so do we need to create some policy this year such as clubs using this turf sign waivers or just putting out notice of possible hazards?
  - Response: See Staff report: At Council's Feb 26 meeting, staff categorized Council priorities into 3 areas of focus, which allows for more comparable prioritization within a category (apples to apples) then with workplan items requiring a different set of resources, level of effort, funding source, and time commitment. At that time, we recommended wrapping capital projects up in our annual budget discussions in May and to prioritize them among the rest of our Capital Improvement Projects. Staff anticipate bringing recommendations for City Council for consideration regarding the Lucchesi turf field replacement project this summer. Staff are monitoring field conditions and yes, there is the potential of closing the field if conditions continue to deteriorate.
- Question: Blueprint: Climate action is mostly a change to existing fiscal, transportation, and land use policies and programs. It seems like climate is a key criteria that goes into every decision more than a separate prioritization process. How do you see prioritizing climate actions existing separate from our CIP or this goal setting process?

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- Response: The Blueprint outlines actions to address the City's climate priorities but will require that those actions, including staff resources and funding, are allocated each year to ensure timely implementation. Ideally those actions will be considered as part of not only the CIP process but also the citywide goals and priorities, annual budget, and department workplans each year.
- Question: How does the Carbon Blueprint goal differ from the GP Climate effort? Is CBP an Appendix to the GP?
  - Response: The Blueprint is part of the GP Climate effort. Originally it was anticipated that the City would adopt a Climate Action and Adaptation Plan alongside the GP Update. The Blueprint specifically looking at Greenhouse Gas Emissions was separated to move ahead based on the City's 2030 carbon neutrality commitment. The adaptation piece is moving on a separate track and being informed by the recently completed flood and sea level rise modeling that was completed.
- Question: In the last 10 years, how many units have been built that are 1) studio (450 sq ft or less), 2) 1 bedroom (600 sq ft or less), 3) 2 bedroom (850 sq ft or less), and 4) 3 bedroom (1,100 sq ft or less)?
  - Response: While the existing city data shows that we have built and occupied 1,686 units, the data does not distinguish unit sizes. Starting in 2024, we make this distinction and will be able to provide this data moving forward.
- Question: In the last 10 years, how many for sale condos have been built?
  - Response: Staff is working on creating a housing dashboard for release this summer. While the existing city data shows that we have built and occupied 946 units since 2013, the data does not distinguish between for sale and rental units. Starting in 2024, we make this distinction and will be able to provide this data moving forward.
- Question: How many units are entitled but have not yet pulled permits?
  - Response: 493 units are fully entitled with a building permit pending. Additionally, there are an additional 445 units in the pipeline that have received its Phase 1 Entitlements and are in the process to receive its Phase 2 Entitlements (e.g. Oyster Cove), which are needed before an applicant is able to pull permits.
- Question: Can you provide an example of what might be in the "work program"?
  - Response: Conduct an impact fee analysis and revise the development fee structure to encourage a range of housing unit sizes by utilizing a sliding scale based on unit size or fee schedule per square foot basis.
- Question: What does the LAD "revamp" include?
  - Response: Revamp of the 40 plus Landscape Assessment Districts would include but is not limited to updating enabling legislation or development documents to reestablish baselines for maintenance activities. Creating new district maps which provide better clarity to residents and service providers on scope and schedule of maintenance and responsibility. Consolidation or re-organization of smaller districts to increase efficiency of operations and resources. Engaging all the residents in our LADs will be key in this effort, as many seek a higher level of maintenance services which will require re-setting the annual assessment to accommodate those needs and requests.
- Question: The playground assessment is on here but the parks master plan is not. We have seen that parks projects are often taken in isolation. For instance, a playground replacement does not address the very large number of responses that want shade and seating. Playground

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replacements also favor those the park is already serving. For instance, survey responses for a playground replacement will favor the existing demographics because the people who it is not serving but could be are under-represented (our senior population is growing rapidly, but we never see senior facilities show up anywhere). It only recently came to light because our senior advisory committee raised it up. The MPR commission has been asking for a parks master plan for years so that there is a more holistic vision for our parks that we are working toward, and a more transparent and equitable prioritization of resources. Can we please replace the playground replacement assessment with "creation of a parks master plan"?

- Response: When playground structures and equipment fail, staff responsible for maintaining the safety of park patrons have a few options to consider. Repair the equipment with existing or similar features, replace the entire structures if repairs are found to be cost prohibitive, or remove the equipment without replacing until funds can be identified. In 2008 the city's playground replacement program was frozen until 2014 when the program was reinstituted with a schedule of replacing a playground structure every two years. In 2014-2015 the last playground replacement schedule was adopted which recommended replacements at parks including Meadow View, Arroyo, Miwok, Bond, Grant, Anna's Meadow. This Spring, the city completed the last of the six prioritized playground replacements and welcome the opportunity to engage communities where playgrounds serve as critical infrastructure for supporting not just youth during the most critical ages for physical and social development, but their families who rely on public spaces for recreation and access to the outdoors. Safety, shade, and seating have long been prioritized features in parks and playgrounds, and we've been fortunate to have the support of our community and City Council to continue investing in park amenities when replacing play equipment. While a playground replacement assessment can be accomplished with available resources, a Strategic Parks and Recreation Master Plan (SPRMP), is a significant undertaking involving a number of other departments including community development, city management, legal, open government (I.e. Communications), etc. Staff welcome the opportunity to engage in this effort and recognize the benefit in engaging in holistic planning efforts. There are a number of citywide planning efforts underway in which Parks and Recreation staff are currently supporting directly or indirectly in addition to several significant projects and initiatives that require full staffing commitment through Spring of 2025. These include but not limited to; Lucchesi Skatepark, PCSF Baseball, Kenilworth Revitalization Plan, Aquatics capital projects and program, Shollenberger Ampitheater, Lucchesi Field Replacement, Tree mapping and planting grants, Organic athletic field pilot program, Fairgrounds event and facilities management, etc. The addition of creating a SPRMP in year one requires significant re-organization of department priorities, shifting of other supporting departments commitments, and additional funding. It's important to highlight a number of planning and piloting efforts currently underway that will help provide critical inputs and set the stage for a future SPRMP. This includes the Active Transportation Plan update, the General Plan Update, the Blueprint for Carbon Neutrality, the natural grass pilot program, the urban tree mapping initiative, the Kenilworth Park revitalization plan, the Aquatics program feasibility study, and the Fairgrounds Master Plan.
- Question: Do the heading colors in the milestones document mean anything?
  - Response: No, the headings colors were randomly assigned by Monday.com

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- Question: What do you see as the next steps for Lafferty?
  - Response: The next step for Lafferty would be to update the plan for the park to describe programming, management, and timelines. Any new plan would need to comply with CEQA.
- Question: Downtown Beautification: What is the purpose of the microtransit program?
  - Response: Goals for the microtransit service include:
    - Helping to address access and parking concerns in downtown Petaluma and provide additional transportation options for employees and residents going to and from downtown.
      - The Microtransit service will be part of a multi-faceted approach to addressing these topics paired with other City efforts including: parklets, the FY25 downtown parking study, the Active Transportation Plan, parking management, Transportation Demand Management (TDM) and other parts of the bike, pedestrian and transit networks currently serving downtown Petaluma, among others.
    - Equity & Access - including access to housing, jobs, shopping, social services, medical appointments, etc.
    - Provide additional first and final mile connections to major destinations within the Microtransit zone including: Downtown Petaluma, Copeland Transit Mall/Petaluma SMART station, and the Petaluma fairgrounds.
    - Attracting new riders to Petaluma Transit who have never or rarely rode Petaluma Transit in the past. The riders will ideally ride the microtransit service, learn more about other Petaluma Transit services and begin riding them in time.
    - Provide a pilot of a new type of service delivery in Petaluma to help determine its viability for usage within the City.
    - Helping to reduce vehicle miles traveled, reduce greenhouse gas emissions and help to fulfill the City Climate Emergency Framework
    - Future phases of the project will also potentially allow for “co-mingling” of microtransit and paratransit riders within the service zone to provide improved service (faster response times) and operational efficiencies.
- Question: At a recent KBYG, it was said that for roughly the same cost as the microtransit pilot we could provide 15-minute headways on our most-used existing fixed routes. Have we considered the equity, economic and ridership benefits of microtransit vs better fixed route service?
  - Response: The equity, economic and ridership benefits were considered in the creation of the microtransit service. Petaluma Transit (PT) will be adding the Microtransit service starting in July 2024. Additionally, PT intends to add additional service on route 11 (the east-west Petaluma connector on Washington Street) increasing it to 15-minute headways in Fall 2024. If Microtransit service is highly successful, it could potentially be expanded or eventually transition into a fixed route. The Microtransit service and expanded service on route 11 are each estimated to cost \$200,000 per year. The FY25 Transit budget includes funding both items in it.

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Staff is looking to both add the microtransit and the fixed route improvements as they are complimentary, have somewhat different audiences and goals associated with them as part of providing a variety of service offerings best suited to the specific needs of the City. In adding new service to the Petaluma Transit system, staff considers all of these items to help provide a balanced approach to transit throughout the City and best meet the needs of the community.

- Question: Homelessness: Can we add the 5 additional units at MIC that the project was initially designed to accommodate?
  - Response: In June 2024, staff will be presenting to City Council the outcomes of the city's 3-year plan to end homelessness. It will also start a planning effort to refresh the city's plan on the next 3 years. While adding 5 additional non-congregate shelter units at MIC can be accommodated, the city will want to consider any expansion with the emerging needs that we are hearing about such as a gap in sheltering our families.
- Question: North Station Specific Plan: Is SMART contributing anything to this effort?
  - Response: SMART will be a key contributor with the development and planning of the specific plan. SMART is also leading the effort to create the catalyst site, which is a 2<sup>nd</sup> SMART Station in Petaluma and a key crosstown and regional connector. Furthermore, the funds awarded by ABAG/MTC in 2023 is expected to fully cover all costs incurred.
- Question: North Station Specific Plan: When do we have to spend our grant funds by?
  - Response: Year 2034.
- Question: North Station Specific Plan: Could this be pushed out a year?
  - Response: Yes, the city has 10 years to complete the specific plan and delaying the start by one year would not impact the overall funding requirement. However, it is advantageous to stay on course to complete this work within the next 3 years for a couple reasons – incorporation of work already completed on the on-going General Plan Update and maximizing the redevelopment of the plan area with the new train station that is expected to come online by year's end.
- Question: Fairgrounds: Is there any plan to reconstitute the Council ad hoc? If not, is a CCB going to be advising on how the fairgrounds is programed?
  - Response: The Council ad hoc is currently in place. Currently, the City is investing in immediate maintenance on the property and facilities so we can program pilot events and report back to the ad hoc and then to Council. Hoping to convene the ad hoc in May for an update.
- Question: How does the ATP goal differ from the GP Transportation effort? Is ATP an Appendix to the GP?
  - Response: The Active Transportation Plan update (adopted as an appendix to General Plan 2025 as the Bicycle & Pedestrian Master Plan) will be a more focused planning and implementation document specific to the City's efforts to improve and promote active transportation. The ATP is intended to be updated more regularly than the General Plan, and will include near, mid, and long-term actions, including prioritized infrastructure improvements. The General Plan Update's transportation/mobility element, meanwhile, will guide transportation policy and planning for all modes and over a longer timeframe. It may be helpful to think of the AT Plan as a more topic-focused, detailed, and

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prescriptive action plan, with the General Plan providing the higher-level and longer-term policy framework.