

**From:** [Carol Crabill](#)  
**To:** -- [City Clerk](#); [Mike Healy](#); [Kevin McDonnell](#); [John Shribbs](#); [Janice Cader-Thompson](#); [Karen Nau](#); [Dennis Pocekay](#); [Barnacle, Brian](#)  
**Subject:** General Public Comment, Sept 16 City Council Meeting  
**Date:** Sunday, September 15, 2024 7:05:42 PM

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Dear Councilmembers,

I support any effort toward a Ceasefire Resolution by the Petaluma City Council. I hope that there are two councilmembers brave enough to bring this to a vote. You already know about the horrific situation in Gaza and should not need me to detail the deaths and destruction. Do the right thing. Pass a Ceasefire Resolution now.

Carol Crabill

From: David [REDACTED]  
To: Kevin McDonnell; Karen Nau; Mike Healy; Barnacle, Brian; Janice Cader-Thompson; John Shribbs; Dennis Pocekay;  
Cc: JJ [REDACTED]  
Subject: Consequences of Escondido BESS fire  
Date: Thursday, September 12, 2024 5:39:05 PM  
Attachments: [Dane White Msg.docx](#)

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Dear Mayor McDonnell and City Council Members,

We wanted to provide you with an update to the consequences resulting from the BESS fire that occurred in Escondido last week. Although only one enclosure unit combusted, proximity to schools, homes and businesses led officials to declare evacuation and shelter-in-place orders for nearby residents, as well as the closure of over 500 businesses and several neighborhood schools. In other words, this was a highly disruptive event in the life of a community. And it came on the heels of the major Otay Mesa BESS complex fire, also in San Diego County.

Watch a short video of the event narrated by a fire professional who is in the business of technical fireground training. "This video provides a comprehensive analysis of the event, detailing the emergency response, the ongoing risks, and the crucial safety measures needed to mitigate future incidents."

#### Fire Video

<https://www.youtube.com/watch?v=aEaWqQzf6cc>

Additionally, read the message from the mayor of Escondido, Dane M. White, to the citizens calling for a moratorium on all proposed BESS projects. Maybe we can learn a thing or two from that city's misfortune and from an awakened mayor. I have also attached his statement below.

#### Escondido Mayor's Statement

<https://www.facebook.com/DaneMWhite/posts/pfbid0t65EjFPV5SmMv26rj7gXaT7pKfohwH4Hztr9hfN7CKvWvNjfD3bbjPTkm2gqXetrl>

Regards,

David Donnenfield

Joe Petrillo

*Citizens for Battery Transparency*

D

Petaluma, CA [REDACTED]

"We need a planet where human life and natural life is the default. We do not jeopardize other living species' ability to be on the planet.

— Ken Holmen, International Director, Norwegian Polar Institute


Dane M. White, Mayor, City of Escondido  
September 7 at 8:28AM

#### Message to Residents of Escondido (Facebook Post)





It is beyond coincidence a fire breaks out at a Battery Energy Storage facility only one week after I introduce a resolution to oppose the MASSIVE Seguro B.E.S facility proposed just outside of Escondido city limits. The resolution (attached in the comments) would have opposed that particular project and came with a request that the Escondido City Council explore a moratorium on ALL B.E.S projects until proper zoning and safety regulations have been considered and adopted. That resolution passed 4-1 with council member Martinez dissenting.

- The proposed Seguro B.E.S project falls under the jurisdiction of the San Diego Board of Supervisors who at their Sep. 11th meeting will be voting on a similar moratorium on B.E.S projects. Please urge the five members of the Board of supervisors to PASS THE MORATORIUM and put the safety of not just Escondido residents but all San Diego County residents at the highest priority.
- Along with the moratorium I am calling for the San Diego County Board of Supervisors to create a regional working group with representatives from every city to create a countywide map for B.E.S placement.
- See their contacts in the comments and URGE them to support the moratorium and the working group!

**!!** - It is clear that these projects are not safe in any particular area, but especially not near a home, hospital, school or another business who would be evacuated at a moments notice indefinitely. Neighboring cities are wondering if their air is safe to breath, let alone Escondido residents!

The City of Escondido reported yesterday 

“While emergency crews have been responding to the incident at the SDG&E Battery Storage facility, the Escondido Fire Department , San Diego County Hazardous Materials Division, the San Diego County Health Department, and SDG&E officials have been closely monitoring the air quality.

-  Air quality measurements are checked with six standards
-  The team has ensured continuous air quality monitoring from the start of this incident
-  Levels have been measured in real-time, and appropriate reporting has been followed
-  Testing has been performed in the area of the fire and locations one mile away in prevailing wind

Most importantly, the health and safety of the community has remained the top priority.

 ALL air quality readings have been within normal OSHA ratings since the start of the incident”

- My question is WHAT is SAFE and What is NORMAL **!?** - I have requested the official data to be shared with the public who can determine for themselves what is safe and what is not. Many residents as far away as coastal cities have reported headaches, nausea, dizziness and a handful of other symptoms.

**!?** That doesn't sound safe or normal to me **!?**

!! - At the next Escondido City Council meeting I will be renewing my call for a moratorium on ALL B.E.S projects within the City of Escondido's jurisdiction. Please urge your council representative to support this action.

The Escondido Fire Department along with Hazmat and SDGE are meeting this morning. I will share their update as soon as available.



Good evening, City Council and City Staff,

As we have done for a year and 4 months we come together as residents of mobile parks in Petaluma to speak out and speak up.

We live at different parks, but we all are experiencing the assault by large investment groups on our residents, on our mental health and on our future.

We live in our owned mobile homes and never asked for these attacks on our rights.

We didn't seek to be in the news or seek credit for the endless advocacy needed.

We sought protection, we sought respect for laws and ordinances, and we sought to safeguard our housing for our seniors who are living a well-earned retirement and for our families working multiple jobs to give their family and children security.

We have done the hard work of listening, understanding, implementing and securing revisions and senior park overlays. You all have done the hard work of listening fairly to both sides, understanding and applying the intent of your city ordinances and taking the time before any vote to see the bigger picture with us.

We are your neighbors, we are grandparents, we are Mothers and Fathers, daughters and sons-we are petalumans because we choose to own in this city.

We are not hard to deal with, we are not represented by anyone but ourselves.

It's our residents' voices that matter, not anyone claiming they know our plight or our plan.

Every resident here from council meeting to council meeting is here because they chose to come. They chose to be a part of the solution. They chose to stand up for their rights.

We are not hopeless because information is power, and solidarity empowers change.

Capri had a win this last week with their arbitration followed by unlawful increases and 3-day notices.

Capri residents are doing the work to show that their rights have been violated for many, many years.

They are humble but driven. They are hard working and peaceful. They are inspiring in the protection of their fellow neighbors.

Youngstown senior citizens are united but fearful.

Who can blame them after day in and day out intimidation, retaliation and complete disregard for their wellbeing.

The senior citizens are inspiring as they stand with canes, walkers or physical impairments.

One thing is for sure, they stand anyway. They fight however they can, and they know that you must continue to see them

and be reminded who you are protecting from homelessness.

Little woods residents wait for the next shoe to drop. They prepare and seek ways to stop the abuse of power of the park owners.

We respectfully continue to ask that our village of Petaluma Mobile Park residents are protected, are defended against unlawful behaviors and that enforcement with teeth prevents the violations from continuing to pile up.

Please don't listen to false narratives or presume to believe others speak the truth or that they ever speak for us.

We speak for ourselves; we speak the truth and we should not have to settle for homelessness or removal of our mobile homes.

In solidarity

Petaluma Mobile residents United

**From:** [Kai Lunden](#)  
**To:** [-- City Council](#)  
**Subject:** Importance of Youth Participation In Government  
**Date:** Thursday, September 12, 2024 5:00:18 PM

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Dear Petaluma City Council Members,

I hope this email finds you well, I'm Kai Lunden. I am reaching out to you as a member at a high school journalism program, working on an article on youth participation in local politics and elections.

I've been living in Petaluma for a majority of my life, and have not interacted a lot with the city or county government. I think, especially with the increase of the creation of mass media, made for people all around the US, having literacy in local politics becomes more and more relevant. As a group of people who will very soon be able to vote, what advice/recommendations would you give to the younger generation about how, and why, you should participate in local politics?

Best regards,  
Kai Lunden

**From:** [Marilyn Johnson](#)  
**To:** [-- City Clerk](#)  
**Subject:** Tall buildings NO  
**Date:** Saturday, September 14, 2024 9:35:06 AM

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NO tall buildings in Petaluma. It will stick out like a sore thumb.

Marilyn Johnson

Sent from my iPad

**From:** [Matt Maguire](#)  
**To:** "cityclerk@cityofpetaluma.org" [REDACTED]  
**Cc:** [REDACTED]  
**Date:** Friday, September 13, 2024 3:54:56 PM  
**Attachments:** [GP Update LaffPolicy.9.12.24.pdf](#)  
[Ord 2022 Preserve & Access Laff \(Signed\).08.05.96.pdf](#)

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Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

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Dear Caitlin-

Please find attached a letter from Friends of Lafferty Park to the City's General Plan Update Committee, staff member Heather Hines and the City's consultant, Raimi + Associates. Would you kindly forward the letter and associated Ordinance 2022 NCS to all those individuals?

Please also forward the letter to the Mayor and Councilmembers and Assistant City Manager Patrick Carter. I am cc'ing the Friends of Lafferty Park Board of Directors with this email.

We, the Friends, are planning on attending the next GP Update committee meeting on the 19th and would appreciate them having this in hand in time to review it before that meeting.

Thanks so much for your assistance! If you have any questions, please call me at [REDACTED]

- Matt Maguire  
President, Friends of Lafferty Park

Friends of Lafferty Park

Petaluma, CA 9

September 12, 2024

Attn: General Plan Advisory Committee

Dave Alden

Stephanie Blake

Phil Boyle

Mary Dooley

Ali Gaylord

Yensi Jacobo

Sharon Kirk

Roger Leventhal

Iliana Inzunza Madriga

Roberto Rosila Mares

Kris Rebillot

Bill Rinehart

Joshua Riley Simmons

Lizzie Wallack

Bill Wolpert

Heather Hines, Special Projects Manager

Raimi + Associates, Consultant

Re: General Plan Update, Parks and Recreation Policy Framework, **Lafferty Ranch Open Space Preserve**

Dear Committee Members, Staff and Consultant:

In the current Draft Parks and Recreation Policy Framework, Lafferty Ranch is mentioned under Guiding Principles on page 7, item 2.i ("Open Lafferty Ranch!"), and on page 15, item Action P-2.2.1 ("Develop a management plan to expand access to Lafferty Ranch for public use and develop and map the final network.").

As you consider and direct the General Plan update, we believe Action P-2.2.1 is in the wrong place in the document. It is currently under "Policy 2.2: Collaboration with local agencies." Such collaboration (e.g., with Regional Parks) is a possibility in the future for Lafferty, but that is not the City's current plan. The current plan is for the City to develop a park plan for full public access. (See Ordinance 2022 NCS, appended below.)

Therefore, "Lafferty Ranch Open Space Preserve" should appear in the list of Proposed Parks on page 14. This might entail a need to create a new parks category, for instance, "Open Space Preserve with Public Access" or something similar, since Lafferty doesn't fit into any of the current park categories



(Community, Neighborhood, and Pocket Parks). Otherwise, a redefining of Community Park may be necessary.

Once Lafferty is properly placed in the list of proposed parks, it will also need to be added to the Map of Existing and Proposed Parks and Open Space (Figure 1, page 12 in the Parks and Recreation Policy Framework document).

This same map of existing and proposed parks is repeated in the Draft Land Use Policy Framework document (Figure 7, page 36, Existing and Proposed Parks and Open Space).

Per the City Council's direction earlier this year to the Park and Recreation committee to agendize a park development plan this year, and the attached ordinance, we need to see at a minimum that Lafferty Ranch Open Space Preserve is included in the GP as a proposed park. It needs to be added to the proposed park list and map in the draft Parks document, and the repeated map in the Land Use document, so as to be consistent with the GP update and the City Council's direction.

We should also note that the city has invested significant time and resources to date in moving the Lafferty project forward. They include purchase of the property in 1959, an extensive Environmental Impact Report from the late 1990s, almost all of which is still valid, and contracts with LandPaths since 2020, which has trained almost two dozen docents and led hikes introducing hundreds of enthusiastic local residents to this Sonoma Mountain treasure. We would argue that being so far along, this should be a top priority for completion by the city.

Thank you for your attention to this important issue. Please contact me immediately if there are any questions or concerns that would prevent this from happening. We look forward to Lafferty Park being another fine resource available to the residents of Petaluma and Sonoma County!

Sincerely,

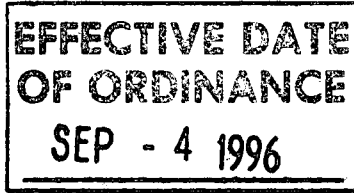


Matt Maguire  
President, Friends of Lafferty Park

[Redacted]  
[Redacted]

Cc: Friends of Lafferty Park Board of Directors  
Mayor and City Council  
Patrick Carter, Assistant City Manager

Attachments: 2022 NCS



ORDINANCE NO. 2022 N.C.S.

Introduced by

Seconded by

Councilmember Matt Maguire

Councilmember Lori Shea

**AN ORDINANCE OF THE COUNCIL OF THE CITY OF PETALUMA  
AMENDING TITLE 13 (STREETS AND OTHER PUBLIC PLACES) OF  
THE PETALUMA MUNICIPAL CODE BY ADDING CHAPTER 13.45  
(PRESERVATION AND PUBLIC ACCESS TO LAFFERTY RANCH)**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PETALUMA AS  
FOLLOWS:

Section 1. Chapter 13.45 (Preservation and Public Access of Lafferty Ranch) is added to  
Title 13 of the Petaluma Municipal Code to read as follows:

**13.45.010 Public Ownership.**

Lafferty Ranch, a mountain and watershed property owned by the City of  
Petaluma (the "City"), shall remain in public ownership for passive public

1 recreational use in perpetuity, subject to the provisions contained herein.  
2 The Lafferty Ranch, located on Sonoma Mountain, in the unincorporated  
3 area of Sonoma County, California, is more particularly described as:

4 Being a part of the Petaluma Rancho, and which is known,  
5 designated and described upon Rowe's Map of said Rancho, as Lot  
6 Number 361, containing 269.75 acres, and being the same premises  
7 which were formerly known as the Lafferty Ranch, and which were  
8 deeded by William Hill to the Sonoma County Water Company, a  
9 corporation, by deed dated the 25th day of May 1888, and recorded  
10 in Vol. 113 of Deeds, as page 282, Sonoma County Records.  
11

12 A.P. No. 136-17-001  
13  
14

15 **13.45.020 Restriction on Disposition.**

16 The City shall not sell, trade or otherwise dispose of any interest in or right  
17 associated with Lafferty Ranch, including any and all water rights to any  
18 party without prior approval by the voters of the City.  
19

20 **13.45.030 Public Use.**

21 The Lafferty Ranch shall be made available for passive recreational use by  
22 the public in accord with the provisions of this section.

23 Use of Lafferty Ranch by the public shall be pursuant to a public use  
24 management plan to be prepared and implemented by the City (the "Plan"),  
25 in accordance with all applicable state and federal laws and regulations.  
26 The Plan shall be consistent with the protection, restoration and  
27 enhancement of the natural wildlands of Lafferty Ranch and shall be based  
28 on best management practices for public open space and recreational lands  
29 in the San Francisco Bay Area. Preparation of the Plan shall commence no  
30 later than sixty (60) days following the adoption of this ordinance.  
31

32 Pending adoption of the Plan, Lafferty Ranch shall be made available for  
33 passive recreational use by the public pursuant to an interim plan which  
34

1 shall be adopted by the City Council in accordance with all applicable state  
2 and federal laws and regulations.

3  
4 The City shall not enter into any contract or agreement with any private  
5 party or public agency if the contract or agreement would restrict or limit  
6 public use of Lafferty Ranch as permitted by this section, unless the  
7 restrictions or limitations are consistent with the Plan.

8  
9 **13.45.040 Severability.**

10 If any sentence, clause, section, or part of this ordinance is found to be  
11 unconstitutional, illegal, or invalid, then such unconstitutionality, illegality,  
12 or invalidity shall affect only that sentence, clause, section, or part, and  
13 shall not effect or impair any of the remaining sentences, clauses, sections,  
14 or parts of this ordinance. It is hereby declared to be the intention of the  
15 People of the City that this ordinance would have been adopted had such  
16 unconstitutional, illegal, or otherwise invalid sentence, clause, section, or  
17 part of this ordinance not been included herein. To this end, the provisions  
18 of this ordinance are severable.

19  
20 Section 2. This ordinance is found to be consistent with the General Plan and Charter of  
21 the City of Petaluma.

22  
23 Section 3. This ordinance has been found to be exempt from California Environmental  
24 Quality Act pursuant to Sections 15061(b)(3) and 15316 of the CEQA Guidelines.

25  
26 Section 4. If any section, subsection, sentence, clause or phrase or word of this ordinance  
27 is for any reason held to be unconstitutional by a court of competent jurisdiction, such decision  
28 shall not affect the validity of the remaining portions of this ordinance. The City Council of the  
29 City of Petaluma hereby declares that it would have passed and adopted this ordinance and each  
30 and all provisions thereof irrespective of the fact that any one or more of said provisions be  
31 declared unconstitutional.

Section 5. The City Clerk is hereby directed to post this ordinance if required for the period and in the manner required by the City Charter.

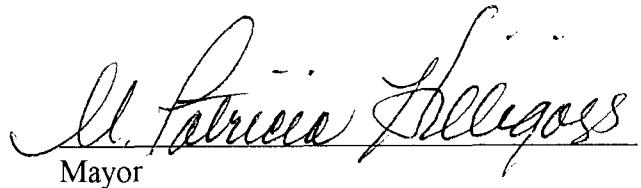
INTRODUCED this 29th day of July, 1996.

ADOPTED this 5th day of August, 1996 by the following vote:

AYES: Maguire, Hamilton, Read, Shea, Vice Mayor Stompe, Mayor Hilligoss

NOES: None

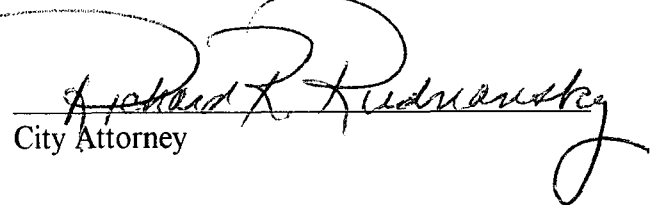
ABSENT: Barlas

  
Mayor

ATTEST:

APPROVED AS TO FORM:

  
City Clerk

  
City Attorney

ord  
7/30/96 (fmk)

**From:** [Maureen G \[REDACTED\]](#)  
**To:** [-- City Council](#); [-- City Clerk](#)  
**Cc:** [REDACTED]  
**Subject:** Request for Formal Data Collection Plan for the D Street Pilot - City Council Meeting 9/16/2024  
**Date:** Monday, September 16, 2024 9:42:41 AM  
**Attachments:** [Petaluma City Council 992024 Request for a review \(1\).pdf](#)

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Dear City Council,

Last week, the city council decided not to review the D Street Pilot double yellow lines due to the need for more time to collect data.

If the city council is awaiting data to make decisions, it is essential for the city to provide both the public and the city council with a formal data collection plan. This plan should include prior measurements for comparison with data collected after the pilot was implemented, details on what data will be collected, how it will be collected, and the frequency of collection.

I have reattached my letter from last week to the city council, which outlines several concerns about unsafe conditions for the residents and users of D Street with supporting documentation. I would like the city to address them and request they are included in the data collection for the pilot.

Please consider this my official request to make public the formal data collection plan for the D Street pilot.

Regards,  
Maureen Gottschall

September 9<sup>th</sup>, 2024

Dear City Council,

We are urgently requesting a thorough review of the D Street Traffic Calming & Active Transportation Quick-Build Project. The decision to conduct a pilot rather than a formal study, ostensibly to better understand the impacts before implementing the proposed calming measures on a residential truck route identified as one of Sonoma County's high-injury streets, is viewed as irresponsible.

Within just four weeks of the implementation of these safety measures, it has become evident that they have exacerbated rather than mitigated danger. The measures have increased risks for residents, families, visitors, children, the elderly, cyclists, pedestrians, truck drivers, delivery drivers, medical transports, and support services using D Street. It is unacceptable for the public to be treated as experimental subjects on such a complex residential truck route.

Moreover, this approach places the onus on D Street residents and users to act as de facto witnesses and data collectors for the city. In the worst-case scenarios, they are compelled to call the police to report immediate dangers; in the best-case scenarios, they submit incident reports to the city. This is not the public's responsibility, and none of us agreed to assume this role.

The analysis presented to the City Council on April 14, 2024, barely scratched the surface of the impacts these measures would have on the lives of residents and users of D Street. It is difficult to understand how this test that took years in the planning, backed by countless city staff hours, the expertise of consultants, the involvement of seasoned traffic engineer, expertise of a ten year Active Transportation Planner and Manager of the D St Project, a solid budget, a start date the city set, knowing all eyes are on this - result in such road change confusion, error, misrepresentations, lack of communication and "unintentional mistakes".

While the city is claiming they have already seen improvements with no data to back that claim. The situation for those experiencing it everyday has led to frustration and growing concerns about our community's safety. The confusing design elements, including the shifting of parking from one side to another, the 5th Street barriers, the median adjustments, the double-double yellow lines, the twists and turns, and the reduced lane sizes, have severely undermined confidence and trust in the city's ability to deliver a safe project for all.

Owing to this lack of trust, we are forwarding this communication to the City Council and submitting a detailed snapshot of some of the dangerous scenarios that have occurred on D Street since the inception of the pilot project. Enclosed is a summary, along with supporting documentation.

We appreciate your prompt attention to this urgent matter.

Sincerely,

Maureen Gottschall and other concerned residents of D Street



Examples of unsafe situations and impacts that occurred since the pilot on D Street was implemented:

1. Due to the combination of lane reduction and double/double lane configurations, we have documentation of large trucks unable to navigate the abrupt lane shifting and most of the time their backend drifts halfway into the bike lane or across the double yellow lines on Tenth and D Street. This happens multiple times a day and the pictures submitted with this letter are examples of this.
  - New Measure Impact: Increased danger for collisions with trucks, vehicles and cyclists.
2. Motorists are turning onto D Street from 5th street and making U-turns in the middle of D Street to get around the barrier.
  - New Measure Impact: Increase danger for collisions with vehicles, pedestrians and cyclists.
3. At the same intersection of 5th and D Street vehicles crossing bike lanes to make U-turns using driveways while potential residents may be backing out.
  - New Measure Impact: Increase danger for collisions with vehicles, pedestrians and cyclists.
4. Elderly resident fighting terminal illness is forced to walk across the truck route with his cane or walker to get to his medical transport because he has lost parking access to his home and his driveway is too narrow (like most driveways on D) for a large vehicle to pull into.
  - New Measure Impact: Residents are forced into dangerous situations by walking across a truck route to reach their vehicles across or ride pick up. Increase danger for collisions with vehicles and pedestrians.
5. Tree services pulled into the bike only lane to remove trees. The large vehicle did not fit in the bike only lane so was partially blocking the street. Vehicles had to swerve into the other lane to avoid. Several near misses occurred.
  - New Measure Impact: Lack of coordination and communication by the city to local service providers of the changes and establish guidelines for those changes.
  - Increases the dangers for collisions with service contractors, vehicles and cyclists.
6. Every day cyclists are observed not obeying the traffic laws including excessive speed, riding on sidewalks (mostly minors that still do not feel safe to use bike lane) or riding opposite direction in the street while ignoring the bike lanes.
  - New Measure Impact: Confusion on the bike lanes usage combined with traffic violations increases the danger to pedestrians, cyclists and vehicles.

7. Many vehicles accelerate after stopping at 8th street stop sign heading west on D Street. This has been witnessed and captured by the speed alert signal after 10th street on D.
  - New Measure Impact: Calming measures are not working. Request for the speeding data prior to safety measures were put in place and after, so the public can see the comparison and the effectiveness. Increase danger for collisions for vehicles, cyclists and pedestrians.
8. Delivery trucks and vehicles parking in the bike only lanes.
  - New Measure Impact: Cyclist, delivery trucks and vehicles avoiding each other, increases danger for collisions with cyclists and vehicles.
9. Landscapers and other contractors were forced to park across truck routes while carrying or pushing heavy equipment to their clients home due to the removal of residents' parking.
  - New Measure Impact: Contractors with equipment forced to cross a truck route creating an increase in danger for collisions with vehicles and pedestrians.
10. Remaining parking on D street has 60 obstructions (trees, bushes and landscaping) from 4th to Sunnyslope.
  - New Measure Impact: Reduces existing parking by half that is accessible to a passenger. Drivers with children have to use the street side/bike lane to get their children out of the car. Passengers that are elderly using canes or walkers will have much less accessible parking. They also are forced to walk across the street to attain the closest proximity to home due to mobility issues. This increases the danger for collisions with pedestrians, vehicles and cyclists.
11. Residents backing out of driveways on the side that allows for parking have cars parked right up to their driveway causing blind spots for oncoming traffic and cyclist.
  - New Measure Impact: Lack of parking creating increase danger of collisions for pedestrians, cyclists and vehicles.
12. Ambulances and Fire Engines possibly delayed by the barrier and no left turn on 5th street. Ambulance pauses to go on the opposite side of the road to make a left on 5th street, so they can answer their call.
  - New Measure Impact: Possible delay to ambulance and fire trucks as they navigate the 5th street barriers. Danger in the delay to the rescue call or possible collision with a vehicle at the intersection. Need more understanding from the D street fire department.

## Exhibit 1

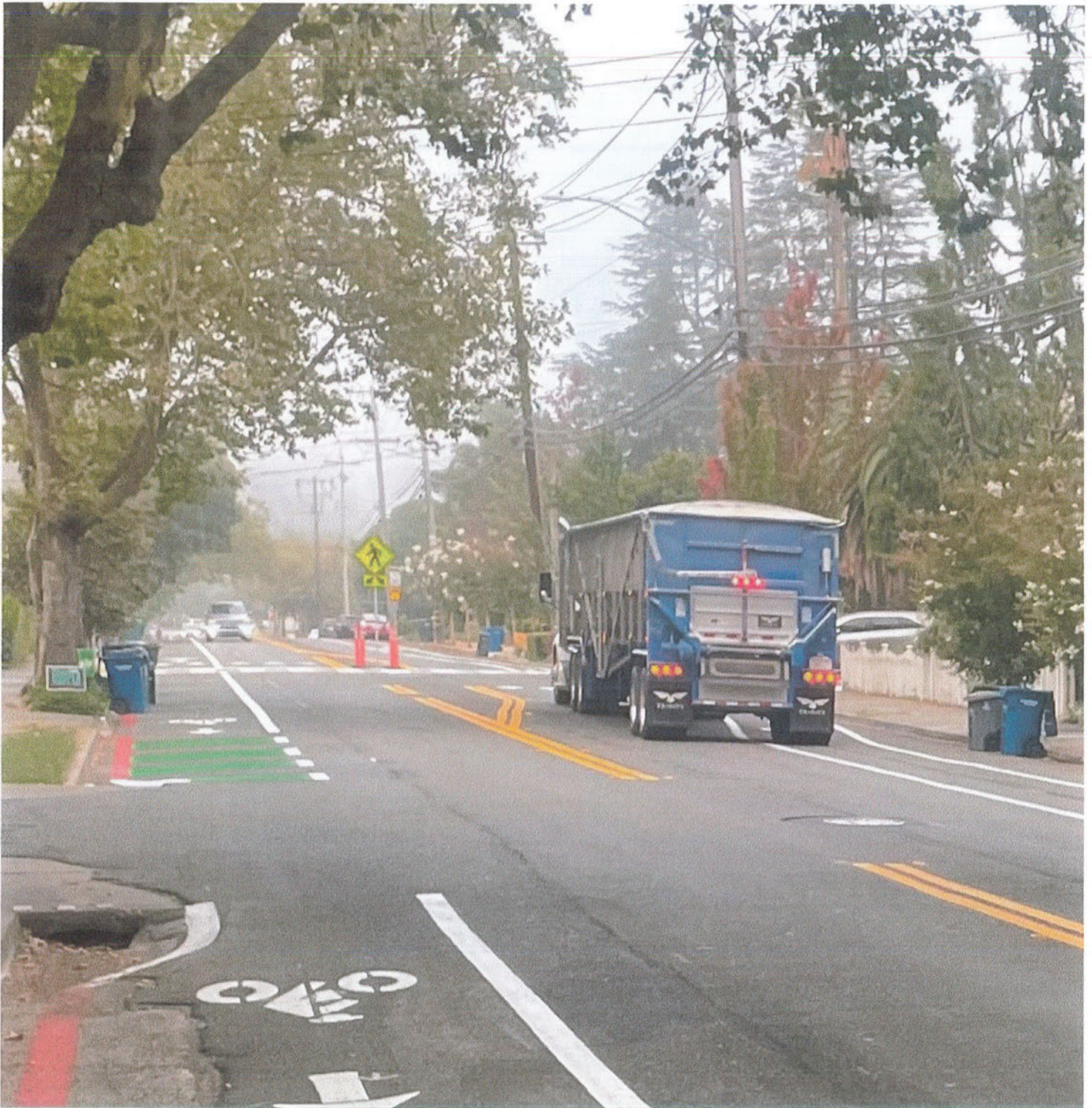
Incidents - August 23, 2024 - September 8, 2024			
	Date	Name	Documentation
1 10th and D Intersection - Large Trucks Unable to Navigate shifting road	8/23/24, 9/6/24 and 9/8/24	Maureen G	Photos
2 Vehicles turning on D Street from 5th making U-Turn around barrier on D Street	9/3/2024	Karen T	Next Door
3 Vehicles pulling up cross bike lane into drive ways to make U-turns on 5th	9/3/2024	Lyn G	Next Door
Medical Transport can't pull in driveway. Parks across the street for terminal ill patient. Patient forced to walk across 4 street with cane or walker due to loss of parking.	9/3/2024	Linda G	Next Door
Service trucks cutting trees down. Pulls into bike only lane and is halfway in the road. Vehicles going around them 5 and into the other side of the road.	8/31/2024	Pam D	Email
6 Cyclists on regular bikes and motorized bikes not obeying the traffic laws	Multit - dates	Julie C, Loretta M, Maureen G, Nancy	Email
7 Many cars still speed down D st after 8th street - Documented on the Speed Monitor Equipment after 10th Street	Request - Speed data from the city from the speed monitor equipment on 10th.		
8 Delivery Trucks parking in bike lanes	8/28/24	Mike G.	Photos
9 Landscapers and Contractors having to park across the street from their clients and walk across the street.	9/5/2024	Julie C	Email
10 Remaining parking on D street has 60 obstructions (trees, bushes and landscaping) from 4th to Sunnyslope.	8/30/2024	Maureen G	Email
Residents backing out of driveways on the side that allows for parking have cars parked right up to their driveway 11 causing blind spots for oncoming traffic and cyclist	08/26/2024	Julie C	Email
12 Ambulances and Fire Engines possibly delayed by the barrier and no left turn on 5th street.	8/31/2024	Karole K	Email



#1 - 10th & D - 9/8/24

Photo: Maureen G.





#1 - 10th & D - 9/6/24

Photo: Maurzen G.

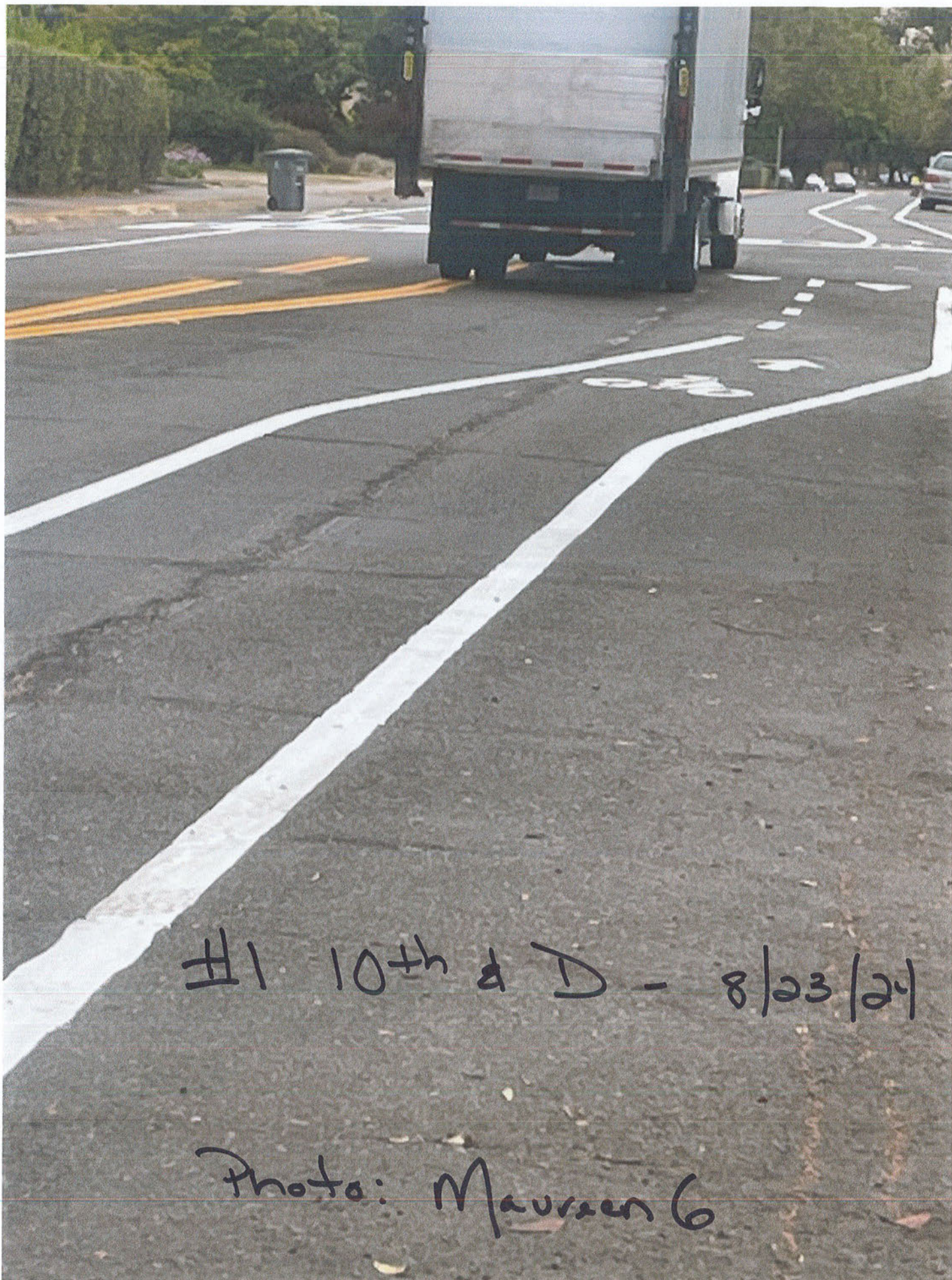




# 1 10th & D

9/2/24 Maurcen G.







9:24



< **M** **Maureen Gottschall** ...  
Sunnyslope McNear · 5 days ag...

↪ See 3 more replies

**K** **Karen T.** Walnut Park/Aqus/Wickersham Park ...

I saw a motorist turn onto D from 5th street  
and then make a U-turn in the middle of D  
street

6d 🍷 3

**Sad** Reply Share

 **Lyn G.** Walnut Park/Aqus/Wickers... ...

Karen and use our driveway if they can't  
quite complete that U-turn. Sure wish  
we had police patrolling.

6d ❤️ 4

Like Reply Share

#2 & #3

9:41

**Maureen Gottschall**

Sunnyslope McNear · 5 days ag...

**Linda G.** · Downtown Petaluma

Maureen, I was one of the individuals who spoke at the council meeting where unfortunately not all concerns were taken into consideration. Only Healy and Nau opposed the project, with Healy suggesting it be implemented as a trial. My husband, who has Parkinson's and occasionally requires a cane or walker, is now facing the inconvenience of having to cross traffic to access the paratransit services I signed him up for. This situation is not only frustrating but also poses a safety risk.

#4

6d  3

Like Reply Share



Maureen Gottschall [REDACTED]

**Fwd: Unsafe traffic situation on D St in Petaluma**

1 message

**DSt** [REDACTED]

Sun, Sep 8, 2024 at 7:02 PM

To: Maureen Gottschall [REDACTED]

#5

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

From: **Pamela Dayton** [REDACTED]

Date: Tue, Sep 3, 2024 at 6:04 PM

Subject: Unsafe traffic situation on D St in Petaluma

To: &lt;[REDACTED]&gt;

To Whom it may concern,

I just want to make sure that you are aware that last week (Thursday I believe), there was tree work getting done on D St in between 6th and 7th Streets on what I would call the North side of the street. The trucks were obviously wider than the bike lanes and cars traveling up D on that side were crossing over the double yellow line. There were 3 trucks present and so each car had to drive across the lines for the length of 2 to 3 houses. This created an unsafe situation for driver, bikers, as well as the workers. I did tell the police and they asked if anyone was there directing traffic, to which I replied "no". Perhaps in the future if work like that is happening we need to make sure proper safety precautions are implemented.

Thank you,  
Pamela Dayton



Maureen Gottschall [REDACTED]

**Fwd: Documenting the farce of the bike lane pilot program**

1 message

**DSt** <detnetition@gmail.com>

Sun, Sep 8, 2024 at 7:00 PM

To: ~~Maureen Gottschall <mimgottschall@gmail.com>~~

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

From: **None** <presen\_tense@yahoo.com>

Date: Tue, Aug 27, 2024 at 8:39 AM

Subject: Re: Documenting the farce of the bike lane pilot program

To: DSt [REDACTED]

Hi, Well it has been about a week, and so far I have seen 11 folks on bikes. 4 hard core recreational riders in spandex riding with the cars and trucks in traffic lane, 3 folks on the sidewalk, and 4 using the bike lane, all between 5th and 6 th. On D

Moving our cars is a real pain and hard on car engines and polluting from starting and stopping after such a short time running. I have a driveway, but only single width. Thanks. Nancy [REDACTED]



Maureen Gottschall &lt;[REDACTED]&gt;

**Fwd: cyclist violation**

1 message

DSt <[REDACTED]> Sun, Sep 8, 2024 at 7:01 PM  
To: Maureen Gottschall <[REDACTED]>

#6

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

From: **Loretta Mateik** <[REDACTED]>  
Date: Sat, Aug 31, 2024 at 9:26 AM  
Subject: cyclist violation  
To: [REDACTED]

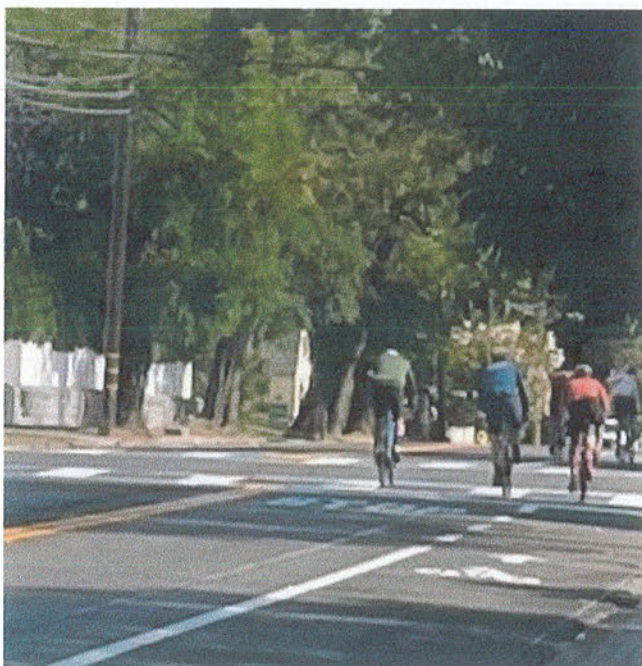
At around 8:50 PM last night (Friday aug. 30, 2024), while walking my dogs up D toward Sunnyslope, an ebike with two kids on it, NO lights and NO helmets, was in the middle of the vehicle lane. I first was aware of them about a block from Brown court.

They swung over to Brown Ct for only 15 seconds or so....then zipped back across the street INTO the vehicle lane and continued up D St.

I lost sight of them within about a block. But they were NOT using the 'bike lane' built for bikes but worse, they were NOT visible due to having NO lights (or not using them) and not using common sense (or abiding the laws) by not wearing helmets!

L





#6

8/23/2024

Photo: Maureen G.

#6

**Subject:** Incident Report:

**From:** Julia Cort <[REDACTED]>

**To:** [REDACTED]

**Date Sent:** Monday, August 19, 2024 8:02:47 AM GMT-07:00

**Date Received:** Monday, August 19, 2024 8:03:06 AM GMT-07:00

This morning 7:45 a cyclist heading into town in bike lane Eastbound on D street crossed 8th to the westbound bike lane and continued while riding into traffic instead of riding the same direction with the traffic.

Sent from my iPhone









# 8

8/28/24

Photos: Mika G.

----- Forwarded Message -----

**From:** Julia Cort [REDACTED]  
**To:** Peggy Flynn <pflynn@cityofpetaluma.org>; Bjorn Gripenburg <bgripenburg@cityofpetaluma.org>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Brian Miller <bmillier@cityofpetaluma.org>; Jeff Stutsman <jstutsman@cityofpetaluma.org>; Publicworks <publicworks@cityofpetaluma.org>; cityclerk@cityofpetaluma.org  
**Sent:** Thursday, September 5, 2024 at 09:35:04 AM PDT  
**Subject:** For city council

Hello all,

This morning our neighbor directly across the street had their yard maintenance people working in their yard. They needed to park in front of our house with their extended truck. This means that the workers are walking across D Street with lawn mowers, weed eaters, blowers etc. They always parked directly in front of the house before the removal of parking. How do you expect them to do their jobs?  
Someone will get hurt.  
This is not safe!  
Another example of what a bad idea it is to remove parking for the majority so that the minority might have a designated bike lane on a busy truck route.  
And why not ride on B Street???

Regards,  
Julia Cort

Julia Cort [REDACTED] [REDACTED]

11 9





Maureen Gottschall

**60 obstructions on the passenger side on D Street**

1 message

Maureen Gottschall &lt;

Sun, Sep 8, 2024 at 10:48 PM

To:

Hi D St,

This email is to confirm that I counted close to 60 obstructions on the current parking side on D street. These obstructions are bushes, trees and landscaping. It is almost half the current parking.

When I brought it up to Bjorn Gripenburg he said the passenger side access is not a legal requirement to determine a parking space. Regardless of this, it is still impactful and should be considered.. This means families with children in car seats are not able to get their children out on the sidewalk side of the street, but will have to go to the bike lane or street side. Also, elderly like my father who use a cane and walker will not be able to use those spaces. This is putting our most vulnerable elderly and children in harm's way by limiting the actual usable parking spaces for them to exit the vehicle safely.

Best,

Maureen

# 10

----- Forwarded Message -----

**From:** Julia Cort <juliaellencort@yahoo.com>

**To:** Peggy Flynn <pflynn@cityofpetaluma.org>; Bjorn Gripenburg <bgripenburg@cityofpetaluma.org>;  
cityclerk@cityofpetaluma.org <cityclerk@cityofpetaluma.org>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>;  
bmiller@cityofpetaluma.org <bmiller@cityofpetaluma.org>; publicworks@cityofpetaluma.org  
<publicworks@cityofpetaluma.org>

**Sent:** Monday, August 26, 2024 at 07:48:43 PM PDT

**Subject:** Near accident D Street this morning about 11:15

Hello City representatives,

With the new parking restrictions, cars and trucks are parking exclusively on our side of D street on the 800 block and adjacent to both sides of our driveway. They are therefore totally blocking our view of the oncoming traffic in both directions.

We cannot turn in our single lane narrow driveway and therefore we back out. We have been backing out for over 30 years.

This morning about 11:15 I was slowly backing out and trying to see past the parked cars and trucks while honking my horn. A driver came flying by heading east into town and almost crashed into me. I could not see him coming. If the parking was returned to both sides of the street this would not be so dangerous.

Please consider the inherent dangers here.

Why can't we have bike lanes and parking as it was before?

What's wrong with riding on B Street?

Regards  
Julia Cort

11

Julia Cort





Maureen Gottschall &lt;[REDACTED]&gt;

**Fwd: Fire trucks and paramedics**

1 message

~~DSt <dstpetition@gmail.com>~~~~To: Maureen Gottschall <mimgottschall1@gmail.com>~~

Sun, Sep 8, 2024 at 7:01 PM

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

From: **Karole Kurnow** <kkurnow@[REDACTED]>

Date: Sat, Aug 31, 2024 at 12:58 PM

Subject: Fire trucks and paramedics

To: &lt;[REDACTED]&gt;

# 12

Hi:

It never occurred to me until now (when this happened) that the new configuration of no left turn on fifth street from D Street effectively cuts off this whole neighborhood from speedy emergency service by the fire department and paramedics.

We actually bought our house here on D street partly so we could be near the fire department because I have life threatening food allergies and I need to be close to a hospital or emergency services.

So, today a fire truck needed to quickly access this area. They turned on the siren and came up the wrong side of the new divider and made the left turn that way (across the bike lane). Of course, I'm glad that they were able to quickly get care to whomever needed it. However, I am dismayed at the shortsightedness of whoever designed the project in such a way that we now have to wait extra precious minutes to get emergency care! Plus, it creates a potentially dangerous situation to have vehicles coming up the wrong way on the divide, even rarely.

It's different for us going about on our ordinary errands to have to divert due to the divider than to have emergency vehicles blocked from reaching those in need quickly. Has anyone checked with the fire department to see if they're concerned?

Thank you.

Sent from my iPhone

**From:** [Pete Vilmur](#)  
**To:** [-- City Council](#)  
**Subject:** A "Welcome to Sonoma County" sign on NB 101?  
**Date:** Sunday, September 15, 2024 7:20:14 PM

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[Some people who received this message don't often get email from [REDACTED] why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

Hello Council members,

I realize this suggestion should probably be directed to Sonoma County leadership, but since the widening 101 freeway is dropping folks right into our beautiful town here, I wondered why there hasn't been an effort to welcome drivers crossing the county line northbound with a large sign signifying that they have entered Sonoma County? There's a small, utilitarian sign currently on the bridge, but there is a ready-made spot just to the right of the bridge going northbound that would be the perfect location for such a sign.

Again, this probably isn't a Petaluma question but since I'm a proud resident of this wonderful city, I thought I'd plant a seed for discussion, perhaps with county leadership.

Thank you,

Pete Vilmur

**From:** [Steve C \[REDACTED\]](#)  
**To:** [Bjorn Gripenburg](#)  
**Cc:** [Jill Alofs](#); -- [City Clerk](#); [Gina Benedetti-Petnic](#); [Jeff Stutsman](#)  
**Subject:** Proposed Diagonal Parking on 5th Street  
**Date:** Saturday, September 14, 2024 10:56:28 AM  
**Attachments:** [UMC FACILITY DIAGONAL PARKING 8-27-24.pdf](#)

---

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

Hi Bjorn,

Thanks for your patience on my getting back to you regarding the proposed diagonal parking on 5th St. Enclosed is the sketch that I used to show members of the United Methodist Church (UMC) as well as the non profits that share their campus. I also spoke with people in the neighborhood and passer byes about the design. In total I spoke with over a dozen people.

Not one of the people I spoke with were in favor of the diagonal parking design. As a matter of fact ALL of them were adamantly against the idea.

When you first mentioned the diagonal parking idea to me, I appreciated your attempt to gain back (4) of the parking spaces that were lost when the bike lanes went in on D Street. Even though as an architect with 40 years of design experience, I had never heard of a "Back-In" parking spaces (particularly for diagonal parking), I remained open to the idea. Below are comments from the community regarding the proposed diagonal parking. After speaking with many people and thinking more about the design, I along with all the parties that I spoke with, came to the same conclusion...**Diagonal parking would be a very serious mistake and we reject it.**

**Concerns & comments I heard from those who regularly use the UMC campus & others in the neighborhood:**

- "Back-In" parking would in reality be an impossible maneuver for many drivers. Many mentioned that they had never seen or heard of "Back-In" parking and asked where else this type of parking had been used.
- "Back-In" parking was not ADA compliant.
- If the goal of "Back-In" parking was to avoid incidents with bike riders, wouldn't drivers (while they were "Backing-In") also have problems seeing oncoming bike riders coming from D Street?
- New diagonal parking and new bike lanes would leave very little width on 5th St. for car traffic. 5th would become too narrow and very dangerous.
- There were concerns about the confusion, congestion, chaos and danger that the diagonal parking would create. Would drivers who come down 5th towards D (who were looking for parking) be forced to make a U Turn/3 Point Turn to be able to then "Back-In" to one of the diagonal spaces? That would be a very likely and



common maneuver, one that would create an ongoing and dangerous situation.

- There was a consensus by many that they had already been through a significant hardship triggered by the loss of the (9) D street parking spaces. And now on top of that they were going to be forced to "Back-In" to diagonal parking spaces. One particular comment summed up the feeling that many had... "We have suffered enough with all these changes and now the city wants to make it even harder for us with this crazy diagonal parking. If this (the diagonal parking) gets put in I'll stop coming here."

- Even though the goal of the "Back-In" parking was to increase safety for bike riders, many were concerned about potential injuries to bike riders, an increase in car accidents and drivers hitting adjacent parked cars while they "Backed-In" to their diagonal parking space.

- Many had concerns and questions about the liability implications of such a design. Who would be held liable if there were accidents or injuries? Would the city be liable? Would UMC be liable?

**My own concerns include:**

- All of the items mentioned above.

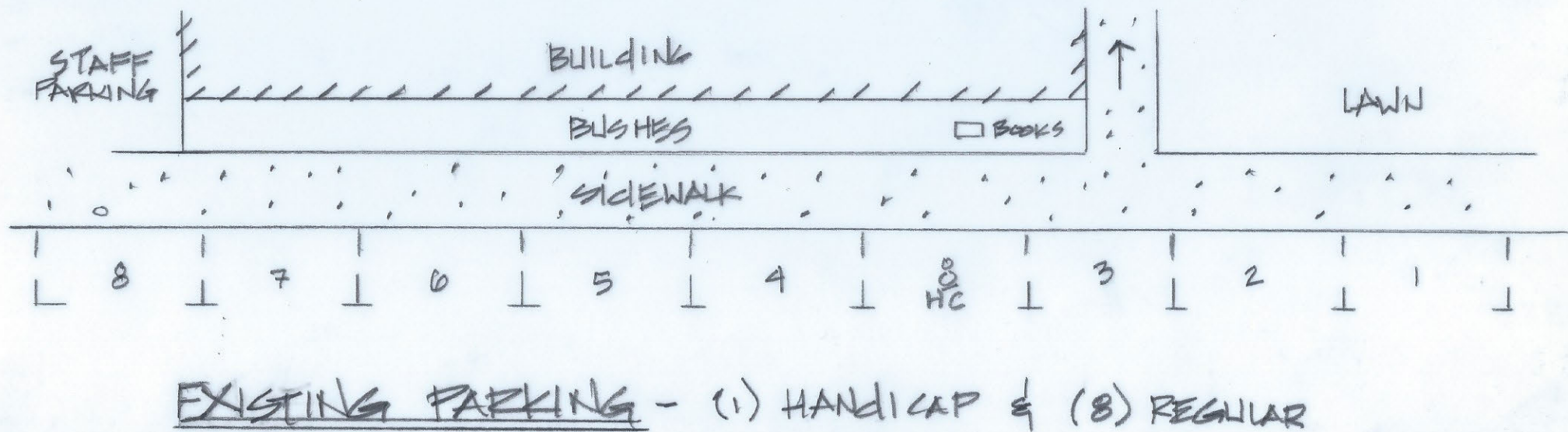
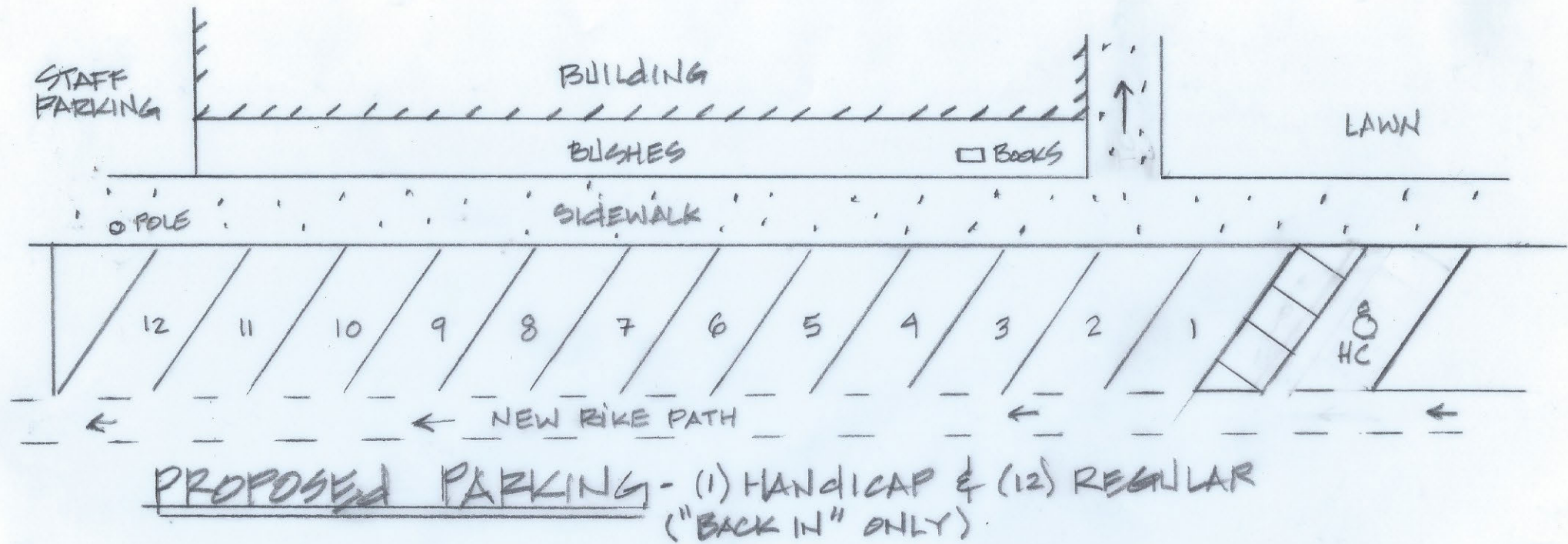
- U Turns: As we recently discussed, since the Pilot Program was installed, I've noticed many U Turns/3 Point Turns (at least a few each day) by drivers heading down 5th towards D St. These drivers get to the area of 5th that is around mid block, make their U Turns and then head back the other way back towards C. It appears that these drivers want to avoid being forced to turn right on D and so they make their U Turn before getting to the D St. intersection. In the 20+ years that I have lived on 5th, I have never seen drivers make a U Turn like I have described here. These new daily U Turns did not exist until the changes to D St. were installed.

- "Back-In" Parking: As an experiment I myself tried to "Back-In" to an existing diagonal parking space. Early on a quiet Sunday morning I set up parking cones on the street painted lines of an existing diagonal space in downtown. I pride myself on my parallel parking skills, but even after multiple attempts, I could not do the "Back-In" parking in to a diagonal space with any success. Each time I tried to "Back-In" I knocked over the parking cones. Had they been actual cars in those adjacent parking spaces, I would have clearly hit them. Every time I tried to "Back-In" and failed to do so, I would then pull forward into the street to re-align my car and try again. It seemed clear that every time I pulled forward into the street like that, I would be entering in to a bike lane. That would drastically increase my chances of hitting a bike rider.

- Due to the level of difficulty required to use the diagonal parking, attendance at the UMC campus would drastically drop.

Thanks-Steve

CC: Jill Alofs, City Clerk, Gina Benedetti Petnic, Jeff Stutsman, City Council



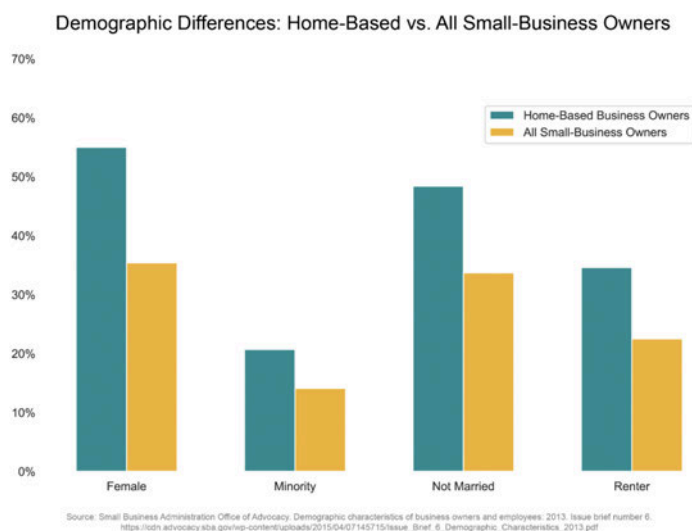
I am pleased to see that Microenterprise Home Kitchen Operations (MEHKO) is in conversation in Petaluma, and I strongly encourage the City to support this going forward.

Petaluma is a lovely town with a wonderfully diverse community. Unfortunately, it is a struggle for many of our residents to live and start a business here as these costs are extremely high.

- **\$175,000:** The average startup restaurant cost ranges from \$175K up to \$750K.  
(How Much Does It Cost to Open a Restaurant?)  
<https://www.restaurantowner.com/public/Survey-How-Much-Does-it-Cost-to-Open-a-Restaurant.cfm>)
- **\$1,200:** Average Startup Cost of a home based business.  
(How Home-Based Businesses Provide Flexibility and Opportunity - and How Cities Can Get Out of Their Way  
<https://ij.org/wp-content/uploads/2022/01/entrepreneur-from-home.pdf>)

Property costs are particularly high, as our supply of available spaces to start a business and own has been constrained by exclusionary zoning practices and other restrictive policies that have unfortunately served to keep less wealthy and privileged residents from starting new businesses in our centers of commerce, and has restricted their ability to find an affordable place to live in or near those business districts.

Allowing microenterprise home kitchens is a terrific way to stimulate Petaluma's economy through policy that strongly supports small and diverse businesses. Home kitchens will help current home operations and new start-up enterprises get the permission and support they need to run thriving small businesses.



Home kitchens don't require significant startup capital. This means, home cooks can test their concept with far less investment, so they can prove their attractiveness to lenders as they work to expand their local small businesses.

Home kitchen operations offer flexibility for people with busy life schedules to earn income without sacrificing critical responsibilities - people such as caregivers, working parents, people with disabilities and full-time workers.

This policy would not only open up opportunities for small home kitchens, but also for networks providing support to these kitchens. This would include incubators who help startup kitchens grow and adopt shared kitchen resources and ultimately start small brick and mortar businesses, along with helping them to secure financial support and adopt kitchen best practices.

Please support Microenterprise Home Kitchen Operations in Petaluma at the soonest available opportunity. Thank you for all your work for Petaluma.

- Eric Leland

## **MEASURE J Hidden FACTS Revealed**

### **MEASURE J Sonoma Factory Farming Subsidized**

#### **InDifference versus LOVE**

**Good Lord Almighty Appease Us...what be the Truth regarding MEASURE J being in fact Jesus..... !!!! ????**

"And Jesus said unto them, 'Verily I say unto you, they who partake of benefits which are gotten by wronging one of God's creatures, cannot be righteous: nor can they touch holy things, or teach the mysteries of the kingdom, whose hands are stained with blood, or whose mouths are defiled with flesh. '"

**Clint Eastwood (Vegan) said in PALERIDER "Man cannot serve both God & Mammon"** Mammon being the god of greed which provides the Huge financial incentives & subsidies to animal factory farmers... the animal factory farmers are the evolution of the animal herders that were in fact the ones who put Jesus to Cross... Today the Boss is off the cross...**both Luther Burbank the Plant Wizard and the PEANUTS Gang by Charles Schultz forever VEGANS**

**Been rumored that VEGAN Angela Davis stated that "The core of all War be the Factory farmed Slaughterhouse Store"... VEGAN Tulsi Gabbard knows Angela is correct being a Veteran and Military Field Medic...DXE Direct Action Everywhere has been told that Sonoma County Factory farmers oops Farmers receive \$\$ 13 million yearly in FREE Subsidies to feed your children rotting murdered flesh just filled w Big Pharma disease & Cancer delivering inoculations and disease laden eggs.... Male infant calves into Osso Buco while infant female calves receive 3<sup>rd</sup> rate watered down Soy milk from China...the USDA & OMRI guarantee you & your children to continue being incrementally poisoned as they ALLOW unlimited cancer pus pockets of slaughtered Beings into burgers so too thousands of human cadavers and millions of euthanized pets straight into the food chain to be ingested by you & your children... ABSOLUTELY plz see "Human Meat STOPtheCRIME.net " and "Famous Bible Vegans... see "Peter Tscherneff... king of Masterpiece Theatre"**



**Spiritual Compendium : Critical Thinking vs Hypocrisy**

**We Californians be thee Most Powerful People in thee Most Powerful State.... Do You suppose the time is Right to Fulfill our FATE as Destiny's DARE ???**

**MLKing " "It's Always the RiGHT TiME to do the RiGHT Thing" All Time is NOW as NOW is the TiME !**

**The last real president America had was JFK.**

**Donatello Trump and/or Kabbalah Harris are NOT the needed Answer to this Spiritual cancer.... There be NOTHING MORE Powerful than a 40 Day Economic Freeze Freedom STRiKE.... Puts every insanelly oppressive lying entity on it's knees as we decide what's RiGHT.... Commanding what Peace & Love has been waiting & crying for all along.... Freedom for Leonard Peltier, Green Beret Dr Jeffrey MacDonald, Mumia Abu Jamal, Our Earth, Her Life Loving Animals and Our US Constitution**

**The Board of Dissectors of PG&E are raising your Rates while meantime we so Gladly pay 2 to 3 times more for gasoline than anywhere in this nation, hmm**

**Malcolm Shabazz (Vegan), grandson of Malcolm X, was murdered for uniting w Al Rojas(UFW) (Vegan) in bringing Black & Brown Labor together... well gee whiz then the Anglos might just unite w the Asians as together they eliminate the BAR Association & Usurist bankers forever... "Peter Tscherneff General Strike"**

**..... MORNING STAR...So very Bright w Light so Right  
Upon Great Warrior Horses... Comes NOW Almighty  
FORCES...**

**In the Spirit of brother Billy Jack comes NOW the  
ATTACK...**

**Embracing thee Promised Prophecy empowered by  
thee Krystos Light finishing the Final Fight...**

**As California once again BURNS.... Truly Truly I tell  
You.... Cherokee Nation Returns...**

**Thee 500 year old Voice Abiding Creator's CHOICE  
Setting Our Earth & Animals Free.... Thru the King of  
Kings given Commanding Prophecy....**

**As neverending illusions non-Believers to DUPE....  
While Freeing Leonard Peltier restores Sacred Hoop..  
As together United Commanding till every knee to  
Earth remanding...**

**For Northern California being thee True Promised  
Land... Actualized via thee 40 day Freedom Strike  
Command...**

**Till NOW so Perfectly hidden in plain SiTE**

**ABRA Ca Dabra Hocus Pocus w All Strength NOW  
FOCUS 1<sup>st</sup> & foremost this Moment is RiGHT !!!**

**Plz see: (Atlas Shrugged John Galt Speech) and  
<https://www.youtube.com/watch?v=KR3MgIPxb38>**

## **Spiritual Compendium : Critical Thinking vs Hypocrisy**

**For no longer be there any Guessin ... as we've witnessed the Mocking of every Lesson... Creator's Prophets have ever Given as to Gleaning the deepest meaning of AGAPE Love supported from Beyond & Above....Yes NOW Actualizing the Promised Lands Livin... REQUIRING some REWiRiNG NOW**

**Freeing Peltier frees Our US Constitution via the 40 Day Freedom STRiKE Resolution.....**

**Amidst all the Deceiving.... I am Commanding to "NEVER STOP BELIEVING" sung by brother Steve Perry and just what Amendment Guarantees to Carry**

**(Atlas Shrugged (Part II): Money is no evil**

**[https://www.youtube.com/watch?v=2u4\\_RLY0s2s](https://www.youtube.com/watch?v=2u4_RLY0s2s) )**

**You've seen yourself so too widely reported..... Freedom of Speech being quashed and/or seriously distorted**

**American Patriots escalate the HUSTLE..... I am liking the Warrior Messages from Actor Kurt Russell**

**It be the very System we must NOW Impeach..... again I suggest we see: "Atlas Shrugged John Galt Speech"**

**For All Time is NOW as NOW is the Time as the 40 Day Economic FreezeFrame that ceases all Crime...**

**Remember V for vendetta when V triggers the Dominos, thru 40 Day STRiKE our Almighty Power Truly Truly even somewhat Unruly FLOWS.....**



**All Veterans & Law Enforcement now Commanded  
Your Oath to Fulfill.... With All Strength & Love so too  
All Spiritual Skill...**

**Almighty God's Spirit Matters Most of All.....  
The Mother of All Boycotts be NOW the Call...**

**United Together Commanding we Totally freeze that  
god of greed Mammon that till NOW has protected  
Sataniels backgammon....**

**Knowing that no Angel born in hell could ever break  
that Satan Spell...**

**Therefore be Ye Absolutely Clear... I am that I am  
being Peter free of all fear.... So get your butts in  
GEAR...**

**My Authority comes from on High always found in My  
True Warrior's HEARTS truly Semper Fi.....  
from Always READY to Action as an Almighty Faction**

**This Moment this Hour Release Ye thee Krystos  
Power.... As Guitars be Strumming Drums be  
Drumming... United Together Truly Truly and  
seriously Unruly for WE BEE Thee Second Coming !**



**see : "Peter Tscherneff... king of Masterpiece Theatre"**

**Esteemed Mayor, Staff, and City Council Members: I am Paul Alexander, a resident of Petaluma since 1974.**

**As of March of 2024, over 100 US cities had called for a ceasefire in Israel and Palestine, Richmond, California being the first. I am calling on our Petaluma City Council to also take a stand for a permanent ceasefire.**

**This is a local issue-Why? Because as long as war crimes are being funded by our representatives in Congress, it is a local issue. It is our tax dollars that are being used to supply the lethal weapons that are sustaining and fueling this war.**

**Much of the world stood by while millions of Jews were exterminated in WWII because it wasn't considered to be a local issue. Was that right or just? If we see innocent people being deprived of food, water, and medical treatment while hospitals are destroyed, doctors are killed, and innocent people are massacred in supposed safe spots, then it is our duty as principled Americans, and as principled Petalumans to speak up in opposition to those actions and policies.**

**Our shared humanity demands that we speak out against injustice anywhere in the world. It is always a local issue.**

**Thank you.**



Bev Alexander [REDACTED]

---

## Resolution for a permanent cease fire

---

Bev Alexander &lt;[REDACTED]&gt;

Mon, Sep 16, 2024 at 6:19 PM

To: [REDACTED]

I come from an Ashkenazi Jewish family.

I grew up knowing about the holocaust and how the Jews fleeing Europe were not allowed to take refuge in other countries and sometimes were sent back to die.

So I understand that many of us Jews feel that we have to be vigilant and strong to protect ourselves.

But to me, "never again" means never again to ANYONE.

Because we know what it was like to be ignored by the whole world when we were in danger, we must never deny help to those in danger.

Because we know what it is like to be dehumanized, we must never dehumanize anyone.

If we allow our government to continue to fund the bombing with our money, if we allow our government to turn away from starvation and lack of medical care, how are we different from the good Germans who ignored the stench coming from the crematoria?

Please discuss a resolution to insist on a permanent cease fire.

I hope we can offer more than prayers.

Thank you.

--  
Beverly Alexander  
Protect Wild Petaluma

*"Hope is not the conviction that something will turn out well, but the certainty that it is worth doing, no matter how it turns out."* - Vaclav Havel

Petaluma / Sonoma County

Edward OSS

① City Council Meeting ② 6 PM

16 SEPT 24

② Dennis Posen neil Council Member

③ Exclusionary Rule - City Rule is %  
Just met in  
on Affordability

City will be sued!

S.B. 330 rule  
Senate Bill

Corporation Developer's Name ! ???

④ <VMT> → Vehicle Miles Travelled to  
(per day ?) your job

⑤ Vie on medical → Bridge? (Machine Development)  
Wheel Chair

⑥ Case Grande Students / Care about the sheep!

Bridge Meta Citation - Army Corps of Engineers

⑦ 200 more cars a day  
+ Deliveries

See Map!

Bridge

Written Comment:  
City Clerk @

Item 12  
Creekwood

Petaluma City Council  
by 4 PM today!

Deny or not DNI,  
or revisions,

⑧ Wild life here is ~~very~~ significant !!!!

(9)

SSS. w/ the planning commission!



Battery's for ? PG+E? near PG+E Yard!

(10)

CASA Grande

RD.

Two Lanes vs Four!

for more cars!