

From: [abigail.smyth](#)
To: -- City Council
Cc: -- City Clerk
Subject: D St
Date: Wednesday, September 4, 2024 4:24:47 PM

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Dear Petaluma City Council Members,

I write to thank you for testing a new way of moving along and across D St as a vehicular driver, pedestrian and bicyclist. Slower, more thoughtful drivers; brighter and more visible crosswalks; more space for bicyclists.

I know this is a work in progress, and you will continue to improve/modify it as needed.

Thank you for your willingness to try a new approach.

As ever,

Abigail

From: [Bernie A \[REDACTED\]](#)
To: [-- City Council](#)
Cc: [Bruce Hagen;](#) [REDACTED]
Subject: D Street Pilot redesign
Date: Thursday, August 29, 2024 9:48:14 AM

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Mayor Kevin McDowell & City Council,
Request that you make available to the public the reported crashes that resulted in injuries, loss of life and property damage for a five year period prior to the D St redesign.

Doing so will allow us to measure improvement at the end of the two year pilot project.

Bernie Album

[REDACTED] Petaluma [REDACTED]

From: [Christopher Smith](#)
To: -- City Council; [Peggy Flynn](#)
Cc: -- City Clerk; [Bjorn Gripenburg](#)
Subject: D Street, a complete street
Date: Friday, September 6, 2024 1:48:56 PM

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City Council Members and City Manager,

Congratulations on taking action to make D Street safer and hopefully more enjoyable for all users. After an inclusive, transparent and rigorous process, city staff came up with a well-considered and well-founded plan. And they executed. As a bonus, it also seems to have been built quite rapidly. And critically, this project follows through on Petaluma's Complete Streets Policy.

Encouragingly, the changes to D Street look as though they'll help the city reach its goal of making it safer for drivers, pedestrians and cyclists. Having driven the renewed D Street in both directions a number of times, I'm realizing that the new crosswalks, lane lines, center islands/markers, and green paint for bikes has made me more aware of my surroundings. As a driver it feels a little less rushed. The increased visibility and better design of the pedestrian crosswalks are sure to make local residents and others feel more at ease crossing a sometimes busy street.

Having biked the street a few times as well, I think it's a considerably better experience on most every level. There's a feeling of reassurance provided by slightly increased distance between a rider and auto traffic as well as the separating lane lines on the pavement. That said, the current rough pavement condition may make some would-be bike riders uncomfortable. Perhaps there are small measures that could be taken to smooth some problem areas in the near term. When the pilot project is finished, utilities are installed, and new pavement goes down I expect that all D Street users will enjoy the benefits of a fully revitalized street.

Again, the city staff that studied the corridor and proposed this pilot program should be congratulated on the design and current implementation. This is good government at work. Once the project is studied and results are measured I encourage you to support those findings and in doing so make the street the best it can be for future generations.

Respectfully,

Christopher Smith

From: [Eris Weaver](#)
To: -- City Council; -- City Clerk
Cc: [Bjorn Griepenburg](#); amg.sustainable.planning@gmail.com; [REDACTED]
[REDACTED]
Date: Thursday, August 29, 2024 12:50:47 PM
Attachments: [image001.png](#)

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I had occasion to check out the new infrastructure on D Street while coming home from Pt. Reyes this weekend – WOW! The street is so much friendlier! Good job, everyone!



Eris Weaver, Executive Director
Sonoma County Bicycle Coalition
eris@bikesonoma.org
707-545-0153 office • 707-338-8589 cell
www.bikesonoma.org

[Book time to meet with me](#)



**[Find out how to](#)
WIN THIS EBIKE!**

From: [Emily Shartin](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: in support of the D St bike lanes
Date: Wednesday, September 4, 2024 4:46:52 PM
Attachments: [image001.png](#)

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Dear Petaluma Council and Clerk,

I was thrilled to be able to ride the new D Street lanes from Windsor Drive to downtown and back again last week. This is an important new connection that creates a new layer of visibility and safety for cyclists. Both the bike lanes and the pedestrian improvements help slow traffic on one of the city's main thoroughfares.

SCBC is disappointed that some of the most vocal critics of this project are cyclists who claim to speak on behalf of other "inexperienced" riders. Bike lanes are precisely what give cyclists more confidence riding in traffic. Additionally, despite some resident complaints, the project has still left ample street parking for neighborhood use.

We hope this opposition will not deter residents (including you) from riding the new facilities, and seeing how D Street is becoming safer for all users – whether cycling, walking or driving.

Sincerely,
Emily Shartin



Emily Shartin, Advocacy and Communications Coordinator
Sonoma County Bicycle Coalition
emily@bikesonoma.org
707-545-0153 office
<https://www.bikesonoma.org/>

From: [David D \[REDACTED\]](#)
To: [Kevin McDonnell](#); [John Shribbs](#); [Mike Healy](#); [Karen Nau](#); [Barnacle, Brian](#); [Janice Cader-Thompson](#); [Dennis Pocekay](#); -- [City Clerk](#)
Subject: Acton Town Council Makes a Solid Case
Date: Tuesday, August 20, 2024 6:16:01 PM
Attachments: [Acton Comment letter to CEC BESS docket \(1\).pdf](#)

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Dear City Council Members,

Please read the attached public notice statement from the Acton Town Council which was presented at the Staff Workshop on BESS Safety held on February 28, 2024. The document is addressed to Elizabeth Huber of the CA Energy Commission who is Director of its Siting, Transmission, and Environmental Protection Division. We wish to have this entered into the city's records.

This is an important document because it not only makes a clear case for why industrial-scale BESS units should be located away from populated areas and sensitive habitat, but it does so using supporting documentation from recognized safety authorities. It echoes everything we have been saying to you, the county Board of Supervisors, and to the county's planning department.

The Acton Town Council is to be commended for putting in the time and effort to make a researched and validated argument advocating for their residents' health and safety. Within the document you will see test results, toxic plume drift diagrams, incident mapping, and authoritative references that together make a strong case for putting these energy facilities elsewhere because of their inherent risks.

It is both odd and clear that the state has NOT done its job conducting comprehensive studies that assess public health and safety with respect to where these energy facilities are located. This leaves the responsibility to local communities. On this matter the document makes clear that "It is critical that any report issued by the Commission in this Docket clarify that BESS permitting (and particularly lithium-based BESS permitting) comply with CEQA and take into consideration the unique, location-specific factors that exist at every proposed BESS location."

We hope that you will take note of the conscientious effort put forth by the Acton Town Council on behalf of its residents' health and safety. We would ask the same of all of you, our own City Council, and craft a position on this extremely consequential issue on behalf of Petaluma's citizens.

Sincerely,

David Donnenfield

Joe Petrillo

Citizens for Battery Transparency

David Donnenfield

Petaluma, CA 9

"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



April 1, 2024

Elizabeth Huber, Director
Siting, Transmission and Environmental Protection Division
California Energy Commission
Docket Unit, MS-4
Docket No. 24-BSS-01
715 P Street Sacramento, California 95814

Subject: Staff Workshop on BESS Safety February 28, 2024.

Reference: Notice of Staff Workshop on BESS Safety Posted February 2, 2024, in
Docket 24-BSS-01.

Dear Director Huber;

The Acton Town Council respectfully submits the following comments in response to the California Energy Commission's ("Commission's") solicitation of public comment in the referenced Notice.

The Acton Town Council is a non-profit advocacy group that represents the interests of rural residents in the unincorporated community of Acton in North Los Angeles County; members of the Council are selected by the registered voters of the community of Acton, and any registered voter residing within the geographic boundaries of Acton is eligible to hold office and vote in its elections. The Acton Town Council is organized pursuant to its bylaws to represent the interests of rural residents in Los Angeles County and advocate on their behalf in matters ranging from local land use decisions to large "public benefit" projects such as electrical utility development. Moreover, the rural residential area of East Acton is slated for the development of more than 2,285 MW of new Lithium-based Battery Energy Storage Systems ("BESS"); this concentrated generation capacity in our rural town is larger than the Diablo Canyon nuclear generating station. The first of these projects has already been approved with no consideration or regard for environmental impacts or public safety. Accordingly, we have a substantial stake in the matters addressed in the referenced docket pertaining to safety considerations related to BESS project siting, permitting, construction and operation, and we respectfully offer the following comments to inform the Commission's consideration of matters pertaining to BESS facility siting and permitting. In the interest of brevity, our comments are arranged sequentially by topic.

The Acton Town Council Appreciates the Panel Discussion Convened in 24-BSS-01.

The Acton Town Council appreciates the Discussion convened by the Commission on February 23, 2024, to address land use and permitting issues (among other things) pertaining to large scale BESS facilities. In particular, we appreciate Mr. Kennedy's participation in the Panel because the concerns he highlighted are similar to the concerns we have in our own community. The Acton Town Council also appreciates the recommendation made by the moderator (Rohima Moly) that a statewide group of experts be convened as a resource for city and county planning staff; however, it is critical that such a "statewide group of experts" not be populated by industry shills or agents of energy developers who have a direct financial interest in expanding the deployment of lithium-based BESS facilities. One example of such an industry agent is Mr. Scott Murtishaw who participated in the Panel Discussion; his performance on the panel was appalling and it was clear from his statements that he is not an expert and that his only interest is in expanding BESS facilities as quickly as possible regardless of community risk or concerns.

The Acton Town Council is Concerned that the Commission is Unaware of Dangers Posed by LFP BESS.

One issue that became clear during the February 23 Panel Discussions is that the Commission has the mistaken impression that BESS facilities which utilize a "Lithium-Iron Phosphate" (LFP) chemistry are much safer than, and avoids the thermal runaway problems of, "Lithium-Nickel/Manganese/Cobalt" ("LNMC") batteries. For instance, in his introductory remarks, Chairman Hochschild stated "Certainly, the migration from NMC to LFP chemistry reduces significantly thermal runaway risk"¹. The mistaken notion that LFP batteries are safe compared to LNMC batteries was further perpetuated by the self-acknowledged non-expert Mr. Murtishaw² who stated "the concerns about thermal runaway and the intensity of fires actually apply to NMC and not to lithium iron phosphate³". This statement by Mr. Murtishaw is categorically false: LFP batteries *do* pose a significant thermal runaway risk (particularly when overcharged because their "thermal runaway" ignition temperature drops precipitously⁴). Moreover, recent

¹ Time stamp 06:58.

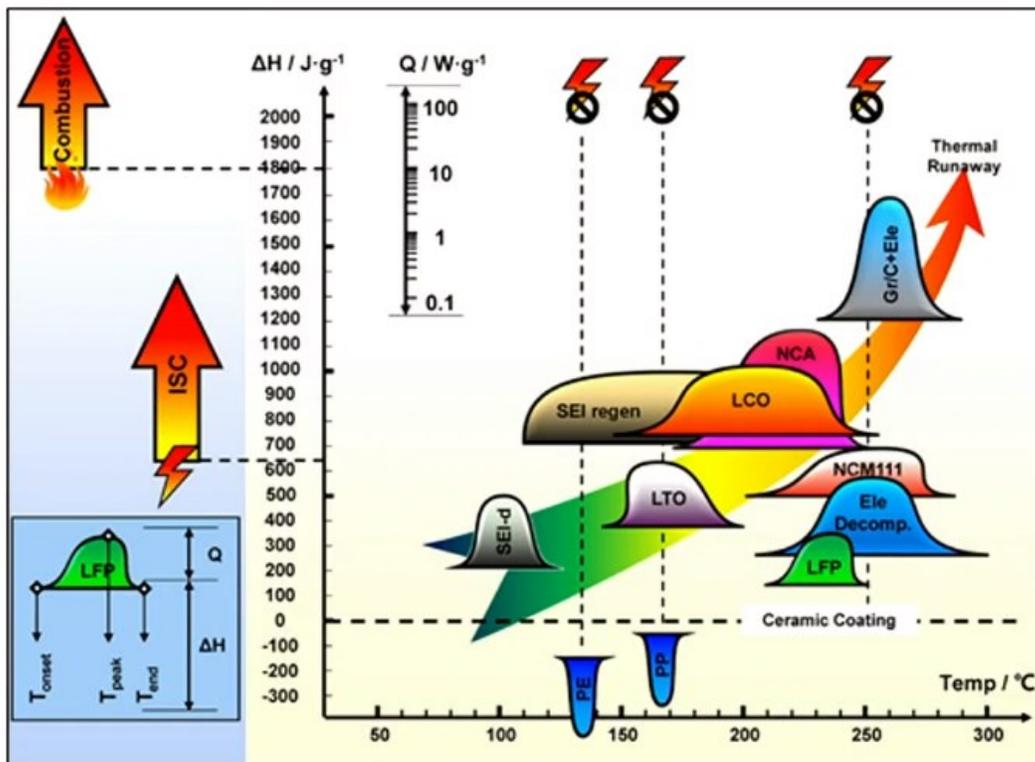
² Mr. Murtishaw affirms he is "far from being an expert"[Timestamp 1:16:34]; the description of his background indicates he has no expertise in engineering, chemistry, fire protection, or battery systems.

³ Timestamp 1:11:39.

⁴ *Study on Temperature Change of LiFePO₄/C Battery Thermal Runaway under Overcharge Condition.* Fei Gao et al 2021. Presented at the 3rd International Conference on Air Pollution and Environmental Engineering. IOP Conference Series: Earth and Environmental Science 631. <https://iopscience.iop.org/article/10.1088/1755-1315/631/1/012114/pdf>

findings released by the United Laboratory's Fire Safety Research Institute ("FSRI") utterly contradict Mr. Murtishaw's claim that the intensity of LFP fires is not a concern; specifically, FSRI found that LFP BESS fires are **more intense** and are arguably more explosive than LNMC BESS fires because thermal runaway events in LFP systems generate far more hydrogen gas and combustible hydrocarbons than thermal runaway events in LNMC system⁵. This *fact* has been corroborated by others⁶. Furthermore, industry shills like Mr. Murtishaw claim that LFP systems are "safe" because their thermal runaway temperature is high compared to LNMC systems; however, and as shown in Figure 1, FSRI data show the difference is less than 80°C.

Figure 1. Temperature Trends of Battery Chemistries



Source: *The Science of Fire and Explosion Hazards from Lithium Ion Batteries*. Presentation by Adam Barowy at the UL Fire Safety Research Institute Lithium-Ion Battery Symposium March 2023 [timestamp 13:55]. <https://fsri.org/research-update/lithium-ion-battery-symposium-resource-library>.

⁵ LFP batteries release approximately 50% hydrogen and 20% hydrocarbons, whereas LNMC batteries release approximately 30% hydrogen and 16% hydrocarbons. *The Science of Fire and Explosion Hazards from Lithium Ion Batteries*. Presentation by Adam Barowy at the UL Fire Safety Research Institute Lithium-Ion Battery Symposium March 2023 [timestamp 18:10]. <https://fsri.org/research-update/lithium-ion-battery-symposium-resource-library>

⁶ *A Review of Thermal Runaway Prevention and Mitigation Strategies for Lithium Ion Batteries*. Seham Shahid, Martin Agelin-Chaab. Published the Elsevier Journal of Energy Conversion and Management; Vol. 16. December 2022. Table 2. <https://www.sciencedirect.com/science/article/pii/S2590174522001337/pdf?md5=bbada63bcd4dca9cce371e45dc62c00&pid=1-s2.0-S2590174522001337-main.pdf>

In other words, and contrary to what Commission staff have been told by industry representatives, LFP batteries *are* susceptible to thermal runaway and they are ***particularly susceptible*** when overcharging occurs because overcharging drops the thermal runaway initiation temperature to as low as 116°C⁶ (which is actually lower than the thermal runaway initiation temperature for LNMC batteries). Furthermore, in experiments with fully charged (but not overcharged) LFP batteries, *degradation of the protective solid electrolyte interphase (SEI) film can begin at only 80 °C*; this exposes the anode which is the initiating factor for thermal runaway⁷. The Acton Town Council is very concerned that the Commission has the impression that LFP batteries are safe and that the LFP chemistry eliminates BESS public safety concerns; it does not. The Acton Town Council cannot fathom why energy developers continues to perpetuate the myth that LFP batteries are safe; nonetheless, we are committed to ensuring that neither the regulators nor the public are "taken in" by the LFP myth.

UL Certification Does Not Render BESS Facilities "Safe".

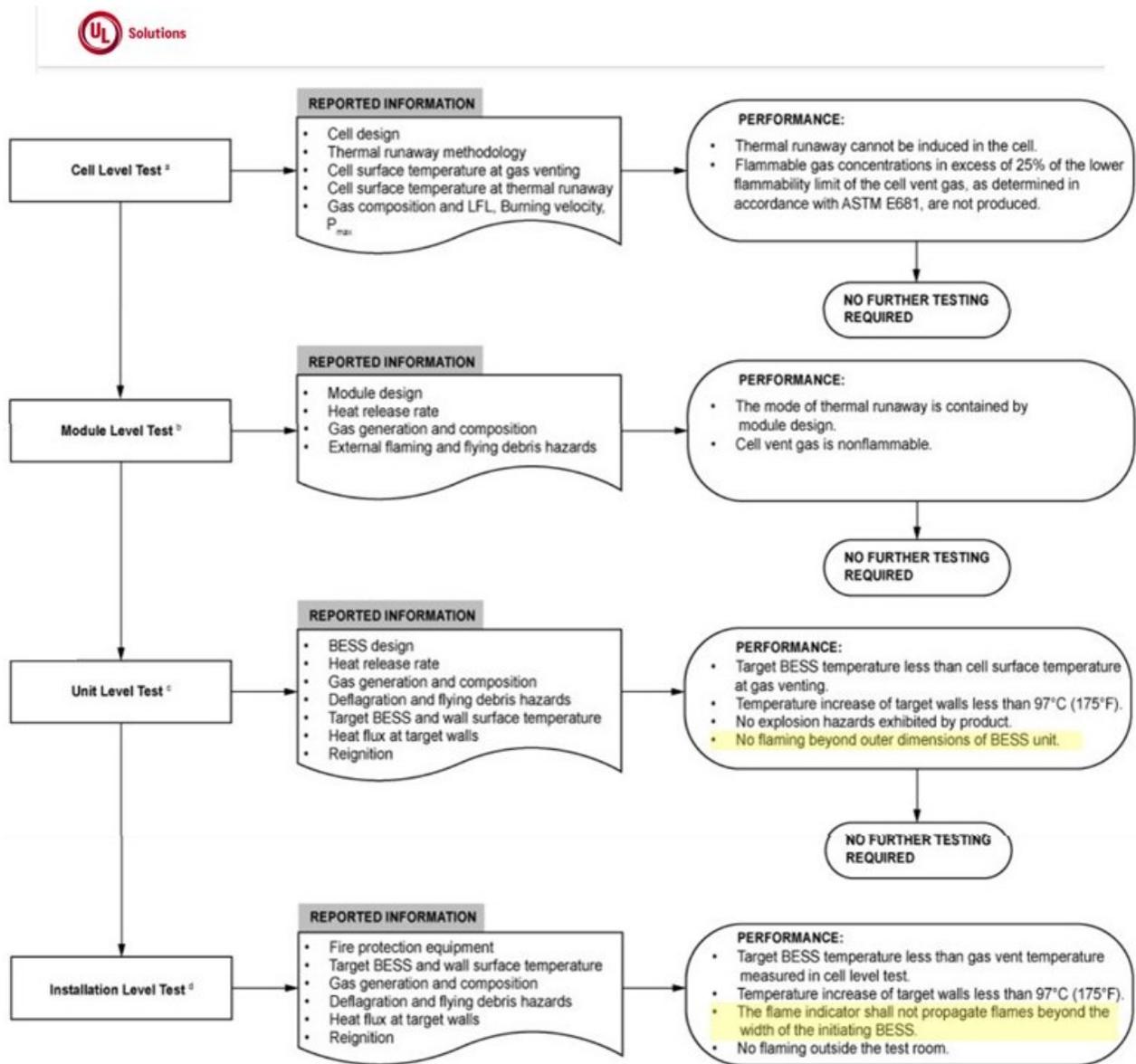
United Laboratories ("UL") has promulgated test method UL 9540A as the primary certification protocol for assessing the explosion and flame characteristics of Battery Energy Storage Systems (BESS), and it establishes that a large, container-based BESS system is UL-compliant if the flames and/or explosion that result from its deflagration do not propagate "beyond the width of the initiating BESS" (see Figure 2); this means that, even if a BESS container explodes or catches fire, it is still certifiable *as long as it does not cause other BESS containers to explode or catch fire*. UL 9540A constitutes a tacit admission that UL-compliant BESS pose very real fire and safety risks because they can (and do) explode and catch fire. And, while an engulfed UL-compliant BESS unit may not ignite other units, the embers generated by such an event can (and will) ignite surrounding vegetation or structures (particularly in wind-prone fire hazard areas). Consider for example the photograph provided in Figure 3 which was taken of a BESS fire in Australia in March of 2021; the Acton Town Council understands that this BESS facility was constructed in 2020 with "Tesla Megapack" products which, according to TESLA, was tested according to UL 9540A as of 2020⁸.

⁶ Thermal Runaway can be initiated at only 116 °C in overcharged LiFePO₄ batteries. *Study on Temperature Change of LiFePO₄/C Battery Thermal Runaway under Overcharge Condition*. Fei Gao et al 2021. Presented at the 3rd International Conference on Air Pollution and Environmental Engineering. IOP Conference Series: Earth and Environmental Science 631. <https://iopscience.iop.org/article/10.1088/1755-1315/631/1/012114/pdf>

⁷ *Revealing the Thermal Runaway Behavior of Lithium Iron Phosphate Power Batteries at Different States of Charge and Operating Environment*. Tianyi Li, Yinghou Jia. Journal of Electrochemical Science (September 2022) Article Number: 221030 <http://www.electrochemsci.org/papers/vol17/221030.pdf>

⁸ <https://r6.ieee.org/sfias/wp-content/uploads/sites/67/J-Gromadzki-Tesla-On-site-Energy-Storage-Systems.pdf>. Page 32.

Figure 2. UL-9540A Test Method Acceptance Chart.



Source: "UL 9540A Battery Energy Storage System (ESS) Test Method" by Howard D. Hopper, FPE - Global Regulatory Services Manager. [<https://www.ul.com/news/ul-9540a-battery-energy-storage-system-ess-test-method>].

Note: As indicated in the highlighted portions of this "Flow Chart", a BESS Container unit is deemed to meet the UL 9540A standard if it experiences a deflagration event which does not produce flames that extend beyond the width of the BESS Container Unit.

Figure 3. Containerized BESS After Thermal Runaway Initiates.



Source: <https://www.crowdjustice.com/case/bess-battery-storage-hazardous-material/>

BESS fires can be ignited for any number of reasons ranging from manufacturing defects to "glitches" in their cooling systems. The latter is a particular concern because battery cells generate significant heat when charging and discharging; therefore, BESS facilities are always constructed with extensive internal cooling facilities that heavily rely on fans. The reliance of BESS facilities on mechanical cooling systems renders them susceptible to failure. It should also be noted that "safe" BESS containers are designed to include "explosion vents" to direct flames and toxic gases out into the environment as indicated in Figure 4. The threat that this design scheme poses to communities in high fire hazard severity areas cannot be overstated.

Toxic Releases from BESS Fires and Explosions Must Be Considered.

Explosion and fire are not the only risks posed by Lithium-based BESS; in deflagration mode, Lithium-based BESS emit significant quantities of highly toxic gases which spread throughout surrounding areas; these toxic gases include hydrogen fluoride ("HF"), hydrogen chloride ("HCl"), and hydrogen cyanide ("HCN"). A study published by *Nature* determined that 20-200 milligrams of HF are released per watt-hour of battery discharge capacity⁹; reconciling this value with a typical Li-BESS container unit

⁹ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5577247/>

Figure 4. BESS Containers are Designed to Discharge Flames Upward.



Explosion vent panels are installed on the top of battery energy storage system shipping containers to safely direct an explosion upward, away from people and property. Courtesy: Fike Corp. Source: "Protecting Battery Energy Storage Systems from Fire and Explosion Hazards"; an article published by Power [<https://www.powermag.com/protecting-battery-energy-storage-systems-from-fire-and-explosion-hazards/>]

capacity of 7.6 MWh yields an HF release rate of 152-1,520 kg (or 334-3344 pounds) per deflagration event! When these values are input to the Environmental Protection Agency's air dispersion model (known as the "Areal Locations of Hazardous Atmospheres") and programmed for typical weather conditions in Acton, the results indicate that a single Li-BESS container deflagration will create a toxic HF cloud that is more than half a mile long and could exceed two miles in length (see Figures 5 and 6). Recent BESS fire events underscore the concerns surrounding toxic releases. For instance, during the 2023 Warwick BESS fire in New York, air sampling showed that "dozens of toxins were detected during the three-day fire"¹⁰ and during the Lyme fire,

¹⁰ <https://www.iomosaic.com/contact/demos/2023/09/19/battery-fires-challenge-warwick-ny-energy-storage-safety-measures>.

Figure 5. Dispersion Model Results of Low HF Release Levels

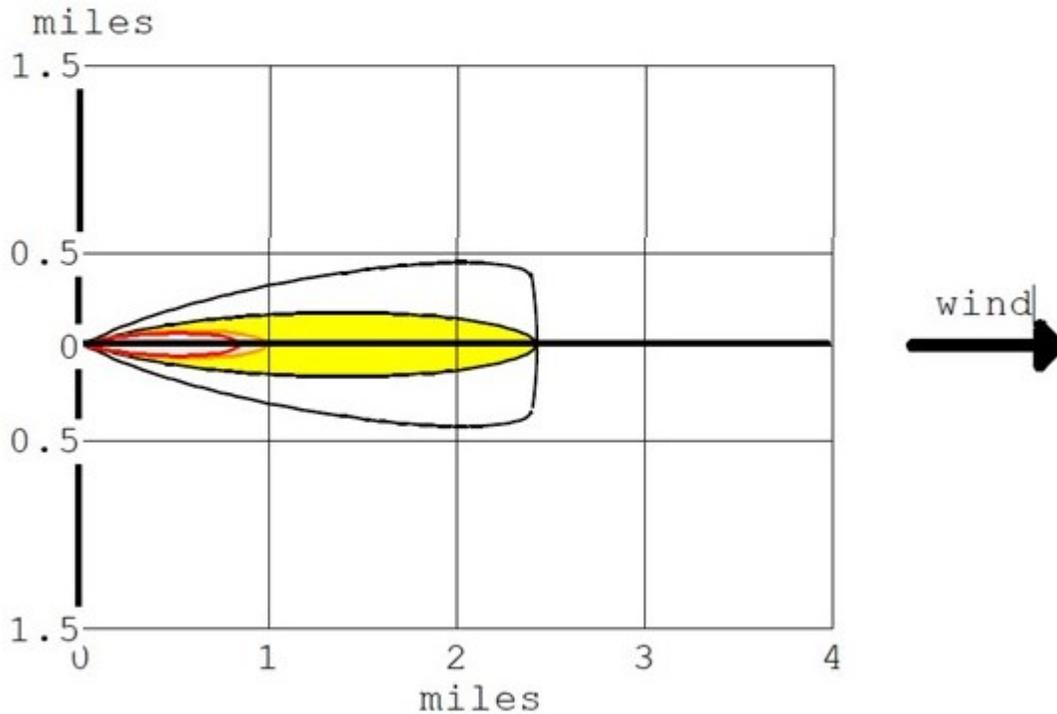
Toxic Threat Zone ALOHA® 5.4.7 

Time: December 6, 2023 1325 hours PST (using computer's clock)

Chemical Name: HYDROGEN FLUORIDE
Warning: HYDROGEN FLUORIDE can react with water and/or water vapor. This can affect the evaporation rate and downwind dispersion. ALOHA cannot accurately predict the air hazard if this substance comes in contact with water.

Wind: 10 miles/hour from 270° true at 5 meters

THREAT ZONE: (GAUSSIAN SELECTED)
Model Run: Gaussian
Red : 1491 yards --- (30 ppm = IDLH)
Orange: 1750 yards --- (20 ppm = ERPG-2)
Yellow: 2.4 miles --- (2 ppm = ERPG-1)



-  greater than 30 ppm (IDLH)
-  greater than 20 ppm (ERPG-2)
-  greater than 2 ppm (ERPG-1)
-  wind direction confidence lines

Figure 6. Dispersion Model Results of High HF Release Levels

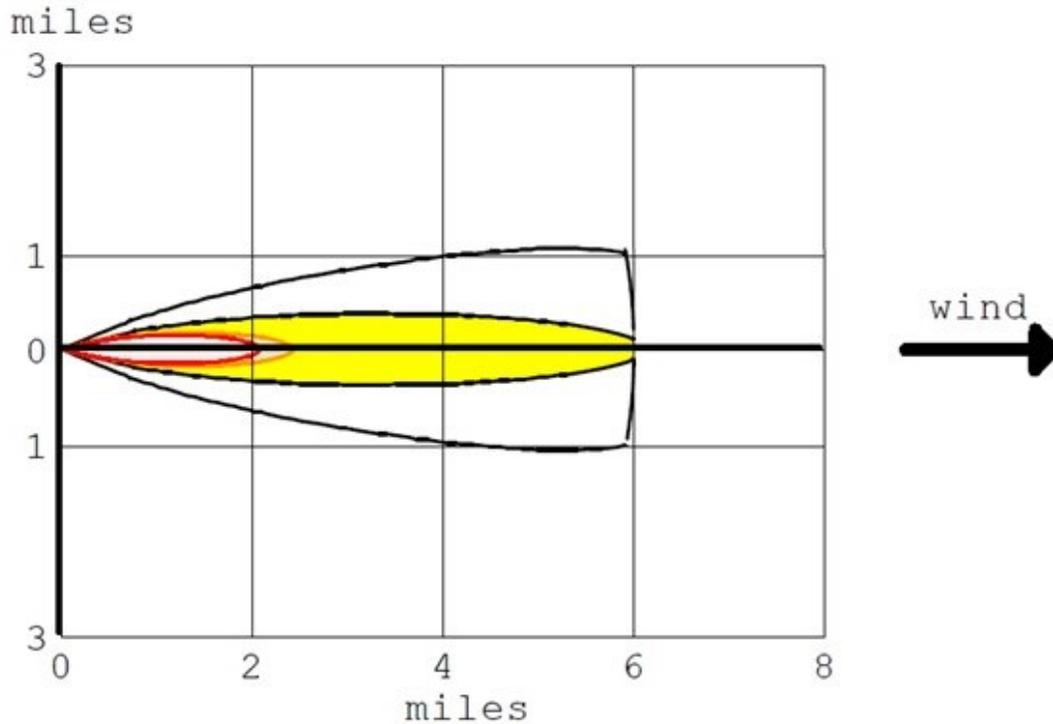
Toxic Threat Zone ALOHA® 5.4.7 

Time: December 6, 2023 1325 hours PST (using computer's clock)

Chemical Name: HYDROGEN FLUORIDE
 Warning: HYDROGEN FLUORIDE can react with water and/or water vapor. This can affect the evaporation rate and downwind dispersion. ALOHA cannot accurately predict the air hazard if this substance comes in contact with water.

Wind: 10 miles/hour from 270° true at 5 meters.

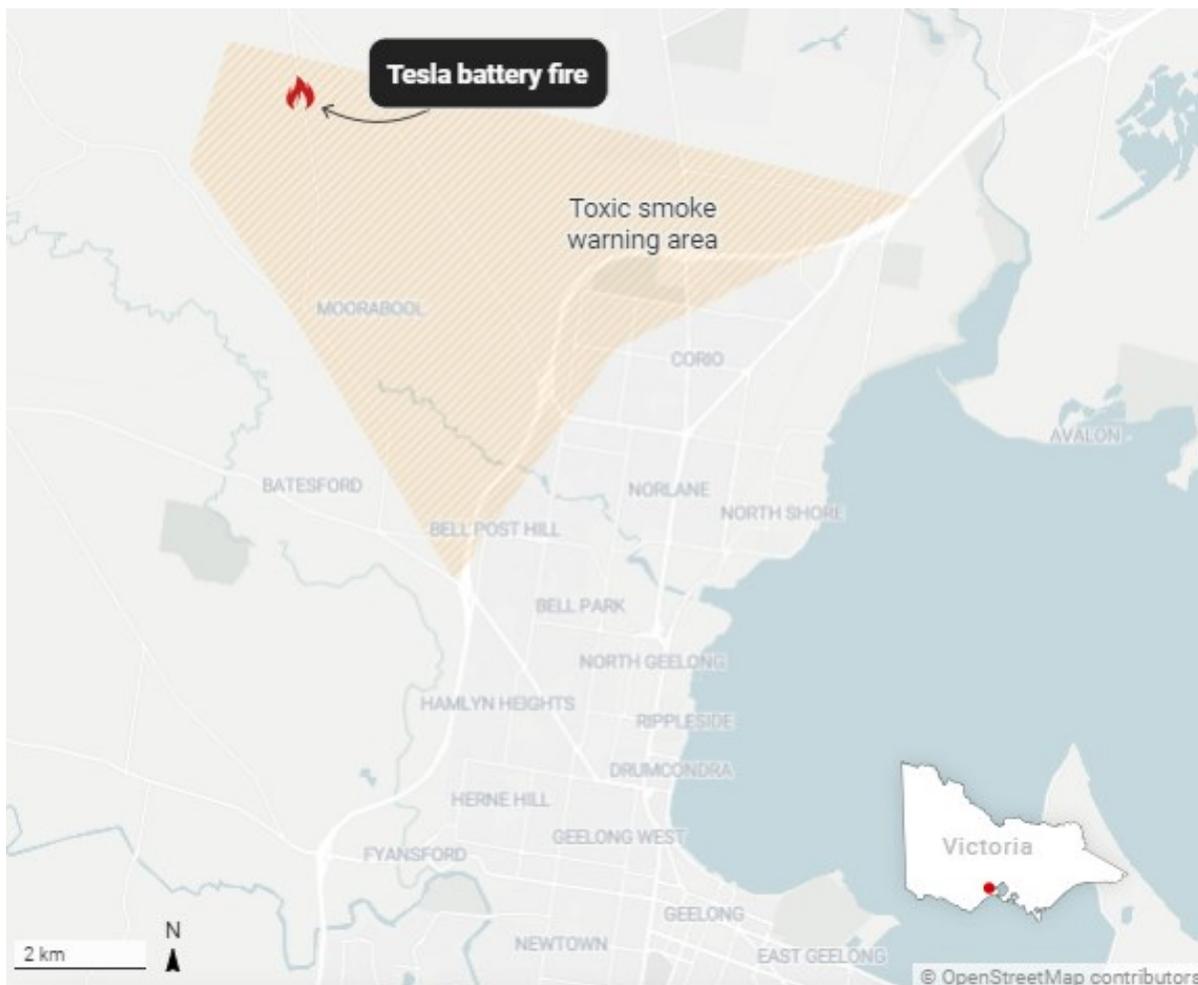
THREAT ZONE: (GAUSSIAN SELECTED)
 Model Run: Gaussian
 Red : 2.1 miles --- (30 ppm = IDLH)
 Orange: 2.4 miles --- (20 ppm = ERPG-2)
 Yellow: 6.1 miles --- (2 ppm = ERPG-1)



- greater than 30 ppm (IDLH)
- greater than 20 ppm (ERPG-2)
- greater than 2 ppm (ERPG-1)
- wind direction confidence lines

residents within a one-mile radius of the BESS fire were ordered to shelter in place for several hours¹¹. The risk from toxic gases released by the Moss Landing BESS fire in California was so significant that shelter in place orders were initiated and *Highway 1 was closed for 12 hours*¹². And, in response to the Australia BESS fire described above, people within 6 miles and downwind of the BESS facility were directed to "shelter in place"; a map of the affected area is provided in Figure 7. It is also a fact that the gases released from lithium-based batteries kill; According to Congressional Testimony offered by Chief Fire Marshal Flynn of the New York City Fire Department, the cause

Figure 7. Area Affected by "Shelter in Place" Orders During Australia BESS Fire Event.



Source: <https://www.theage.com.au/national/victoria/blaze-at-tesla-big-battery-extinguished-after-three-day-battle-for-control-20210802-p58f6x.html>

¹¹ <https://www.northcountrypublicradio.org/news/story/48209/20230727/solar-farm-battery-fire-in-jefferson-county>.

¹² <https://www.ksbw.com/article/highway-1-reopened-near-moss-landing-shelter-in-place-lifted/41302918>

of deaths in multiple New York City micro battery fires was the toxic fumes released by the batteries. He said "There was no fire that extended to the apartments of the people that were killed there. The smoke from these devices is so toxic that if it reaches your apartment, you're immediately overcome by this toxic gas"¹³. Given these facts, it is entirely imprudent to locate lithium-based BESS facilities near residences or anywhere near commuter corridors, train corridors, or in locations where large numbers of people congregate. Additionally, in communities like Acton where there are many animal rescue and animal training facilities, lithium-BESS facilities are particularly unsuitable because it would be difficult if not impossible for such facilities to bring all their animals "indoors" safely and quickly at a moment's notice.

The High Incidences of Manufacturing Defects Substantially Increase the Public Safety Risks Posed by BESS.

BESS fires and explosions can occur for any number of reasons ranging from manufacturing defects to "glitches" in the control system leading to overcharging to a mechanical failure in the cooling system; any of these events can result in thermal runaway. Manufacturing defects are perhaps the most insidious of all because they are invisible and can be virtually undetectable. Clean Energy Associates released a report just two months ago (in February 2024) which summarized the results of inspections conducted by CEA at 64 percent of the "Tier 1" lithium-based BESS manufacturers around the world (specifically, in the United States, South Korea, India, Viet Nam, and China) and found that 26% had deficiencies related to the *fire detection and suppression system* and 18% had deficiencies related to the *thermal management system*¹⁴. These statistics pertaining to manufacturing defects constitute further proof that lithium-based BESS systems pose real and significant public safety concerns. They also substantiate the fact that BESS health and safety risks increase within a particular area as the concentration of BESS facilities increases in the area because the probability of thermal runaway increases with increased numbers of batteries¹⁵.

¹³ <https://goldman.house.gov/media/press-releases/video-and-rush-transcript-congressman-dan-goldman-pushes-greater-regulation>

¹⁴ *BESS QUALITY RISKS: A Summary of the Most Common Battery Energy Storage System Manufacturing Defects*. February, 2024. CEA Insights. <https://info.cea3.com/hubfs/CEA%20BESS%20Quality%20Risks%20Report.pdf>

¹⁵ It is purely a "numbers game" in which the likelihood that a defective BESS unit (which could experience thermal runaway) is placed at a particular location increases as the total number of BESS units increase at that location. A recent study issued by Pacific Northwest Laboratories ("PNL") states "This point of failures being contained to the unit of origin is critical in both system design and assessing the project's overall risk profile. The risk of a fire incident at a battery storage project does not increase with project size; the two are decoupled in a well-designed system that prevents a fire in one unit from spreading to neighboring units. Regardless of project size, the fundamental question in assessing a project's risk is (continued)

Local Agencies with Permit Responsibilities Must Factor in Public Safety Concerns Before Approving any BESS Facility Permit.

Local agencies (including cities and counties) with permit authority over BESS facilities are required to comply with the California Environmental Quality Act ("CEQA") which, among other things, requires agencies to factor in the public health and safety risks posed by any proposed BESS facility. Specifically, agencies are required to either mitigate the public safety risks posed by the BESS facility to a level that is "less than significant" or adopt a finding that the benefits accrued by the BESS project outweigh the public health and safety risks that it poses. It is axiomatic that the health and safety risks posed by lithium-based BESS facilities are driven by the size of the facility, its proximity to people, and its location in relation to high fire risk areas. For example, a utility scale, lithium-based BESS facility placed in a Very High Fire Hazard Severity Zone poses a much greater wildfire risk than the same BESS facility located in a "low fuel" area. Similarly, a lithium-based BESS facility located in a residential area poses a much greater toxic gas risk than the same facility located in an unpopulated area. Accordingly, CEQA demands that local agencies weigh all these factors before approving any BESS facility despite the preference of energy developers to have BESS facilities approved without CEQA review or community input¹⁶. It is critical that any report issued by the Commission in this Docket clarify that BESS permitting (and particularly lithium-based BESS permitting) comply with CEQA and take into consideration the unique, location-specific factors that exist at every proposed BESS location.

Regardless of what industry representatives claim, communities have a right to demand a safe living environment and local agencies have an obligation to listen to these demands and reject BESS developments that endanger communities. The community "pushback" against BESS developments that local agencies are now experiencing is a predictable outcome of the carelessness shown by energy developers who have thoughtlessly pursued, advanced, and heavily advocated in favor of dangerous lithium-based storage technologies in the interest of expediency and despite the existence of safer alternatives that were rejected because they would take a little longer to develop. Rather than admit this error, energy developers have instead gone "all in" on lithium-

(continued) what happens if a single unit fails, rather than what happens if every unit fails at once." These statements merely articulate that the likelihood of a fire incident resulting from thermal runaway in a single BESS container has a low risk of spreading to other BESS containers if all the BESS containers are UL 9540A compliant because fires in UL 9540A certified BESS containers are less likely to spread to surrounding containers. However, the PNL report does not challenge, and cannot challenge, the indisputable fact that the probability of a BESS fire occurring in a particular area increases as the number of BESS units increase in a particular area. The PNL Report is "*Energy Storage in Local Zoning Ordinances*". October 2023. https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-34462.pdf

¹⁶ For example, Mr. Murtishaw advocates in favor of "ministerial" review of lithium-based BESS so that they can be approved without CEQA, without public comment, and without any notice to affected communities. Timestamp 1:17:38.

based battery systems and seek to expand these technologies by whatever means necessary (including understating the dangers of Lithium-based BESS facilities¹⁷ and denigrating public concerns regarding BESS facilities¹⁸). The blame for community opposition to BESS development lies entirely with the energy developers who chose expediency and profits over public safety when they pursued only lithium-based storage technologies and disregarded safer technologies.

Conclusion

The Acton Town Council urges the Commission to conduct an honest and unbiased assessment of public safety concerns relating to lithium-based BESS and thereby ensure that siting guidance developed for these systems is accurate and appropriate; moreover, this assessment must be developed without influence by energy developers or their agents (all of whom have a significant financial interest in the widespread deployment of lithium BESS facilities). In particular, the Acton Town Council recommends that the Commission's guidance document discourage the development of utility-scale BESS facilities in high fire hazard zones or near transit corridors or in populated areas.

If you have any questions or wish to discuss the concerns presented herein, please do not hesitate to contact me at atc@actontowncouncil.org.

Sincerely;

Jeremiah Owen, President
The Acton Town Council

¹⁷ In his remarks during the Panel Discussion, Mr. Murtishaw incorrectly stated that "a lot of the concerns about thermal runaway and the intensity of those fires actually apply to NMC [batteries] and not to lithium iron phosphate [batteries]". Timestamp 1:11:39. This statement is categorically false; both LNMC batteries and LFP batteries are susceptible to thermal runaway and LFP batteries are particularly susceptible if they are overcharged; furthermore, LFP battery fires are actually far more intense than LNMC batteries (as discussed above).

¹⁸ In his remarks during the Panel Discussion, Mr. Murtishaw said that the public comment he heard at a County Board of Supervisor meeting was "based on old information that apply to different technologies or ways that energy source projects were developed in the past but are no longer" [Timestamp 1:09:51]. The meeting that Mr. Murtishaw referred to took place in Los Angeles on December 19, 2023; several Acton Town Council members were present and we can assure the Commission that all the information conveyed in public comment pertained solely to lithium BESS technologies. Additionally, all the information conveyed by the public was current and represented the latest in technological information. Mr. Murtishaw's commentary on the efficacy and accuracy of public comment was not only insulting, it was also patently false. The meeting transcript is found here: https://file.lacounty.gov/SDSInter/bos/sop/transcripts/1153948_121923.pdf; public comment begins on page 143.

From: [David D \[REDACTED\]](#)
To: [Kevin McDonnell](#); [Janice Cader-Thompson](#); [Mike Healy](#); [Barnacle, Brian](#); [Karen Nau](#); [Dennis Pocekay](#); [John Shribbs](#); -- [City Clerk](#)
Subject: CA Counties/Communities Contending with Contentious BESS Sites
Date: Wednesday, August 7, 2024 7:31:23 PM

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

Dear City Council Members,

In the interests of keeping you up to date on the energy storage installations inappropriately proposed for our immediate surroundings, we wanted you to see what we recently sent to the Sonoma County Board of Supervisors. It summarizes what a couple of other counties/communities are doing to address the absence of safe siting standards by the state of CA. This is not just a tale of two counties but a drama that is playing out across our state. However, it will give you an idea of the seriousness with which it is being treated, and in one county — San Diego County — to the tune of \$1.25M to redress the state's inattention to citizen safety.

As previously stated, we look to all of you to represent our safety concerns by taking an active interest in the matter currently under review in the EIR process. At the least, you might urge our county supervisors to consult with their supervisor colleagues in Solano and San Diego Counties to benefit from their experiences and perspectives. And as always, we stand ready to hold conversations with you on this matter that will affect all of Petaluma.

PLEASE SEE BELOW

Sincerely,

David Donnenfield

Joe Petrillo

Citizens for Battery Transparency

CA Communities Seeking BESS Siting Standards

The purpose of this letter is to share the state of play of CA communities looking for BESS siting standards in THE absence of sufficient guidance and regulations from the state. Two counties, San Diego County and Solano County, have taken significant new steps at redressing this deficiency by undertaking bold initiatives regarding both BESS siting standards and moratoriums over the past few months.

The California Energy Commission and the Public Utilities Commission have strongly supported the installation of utility scale BESS facilities as part of their sustainable energy strategy. As laudable as this effort is, they have done so without first developing and enacting expert-driven site selection criteria and standards to guide developers, county and city permitting agencies and community stakeholders. This has resulted in significant opposition to many inappropriately sited facilities in Vacaville, Morro Bay, Bel Marin Keys, Acton, Escondido, San Diego and Petaluma. By 'inappropriately sited' we mean the proposed sites that may be in proximity to residential areas, schools and hospitals, sensitive ecological areas, cultural resources and key transportation infrastructure.

San Diego County

San Diego County has several BESS facilities in operation and has had three serious fires in the past few years. The most recent of these is the Otay Mesa fire in May of this year at a 250MG BESS that required over 40 firefighters and took more than two weeks to

extinguish. The fire resulted in “thermal runaway,” a phenomenon that leads to a chain reaction when lithium-ion batteries generate heat faster than can be dissipated. As firefighters worked to keep the conflagration under control, officials were at a loss to predict when the batteries would stop reigniting. This fire impacted citizens with evacuations, road closures and sheltering in place.

On June 27, 2024 the San Diego County Board of Supervisors discussed an agenda item at its regular meeting that dealt specifically with BESS siting standards. Here are a few excerpts from the minutes of that meeting:

“Beyond the uniqueness of BESS facilities, these projects also often generate public controversy and opposition, particularly when located near existing residential neighborhoods. By and large, this is based on an understanding of the associated public health and safety risks, such as fire, thermal runaway, and release of toxic gases. For example, the 250-megawatt Gateway Energy Storage facility located in East Otay Mesa (District 1), approved by the County in 2018 caught fire in May of this year and continued to reignite despite efforts to contain it. This incident prompted an evacuation warning for nearby businesses, deployment of firefighters and HAZMAT teams to put out the blaze, monitor air quality conditions and discharge of waterborne contaminants in firefighting suppression activities, and establishment of a 600-foot buffer from the site due to potential for release of toxic gases. In Valley Center (District 5) a much smaller, but nonetheless concerning fire occurred recently at the County-approved Terra-Gen BESS facility. This resulted in temporary road closures and evacuation orders for nearby homes. Clearly, public fixation on the health, safety and environmental risks posed by these facilities is well warranted.”

“Given the unique operating characteristics of BESS facilities, their inherent safety concerns, and a growing public awareness of their impacts - particularly when located near or within residential neighborhoods - the County must adopt specific development standards for guiding our review process of new BESS project applications. In this spirit, today’s action directs the Chief Administrative Officer (CAO) to establish development standards for siting BESS projects in the unincorporated areas and orders a temporary pause on any new application submittals until standards have been developed and adopted.”

Please watch this recent news video from Fox 5 San Diego. It clearly shows the concern that the San Diego Board of Supervisors has about the recent BESS accidents in their county. Note Supervisor Jim Desmond’s comments in this news video.

https://www.youtube.com/watch?v=I56c5TVgha0&ab_channel=FOX5SanDiego

The County shows it is serious about safety in approving a budget of \$1.25 million for BESS siting standards development.

Solano County

There are no utility scale BESS facilities in Solano County. There have been a number of BESS facilities proposed in both the county by NextEra and also in the City of Vacaville by Menard Energy. There have been many well attended public meetings and hearings and there are numerous articles in the news describing these meetings and hearings. The Vacaville City Council recently voted 6 to 0 against the proposed Menard BESS facility proposed to be built on city owned land. More importantly, the Solano County Board of Supervisors recently voted unanimously 7 to 0 to extend an existing 45-day BESS moratorium to 2 years until 2026 to allow “*planning staff time to develop land use standards that ensure public safety, health and welfare*”.

Here is a link to the Solano County Ordinance that imposes a 2 year moratorium on new BESS facilities:

<https://solanocounty.com/civicax/filebank/blobdload.aspx?BlobID=42754>

Here are a few key excerpts from this Ordinance:

"C. There have been several recent fires at BESS facilities both in California and nationwide. BESS facilities that use lithium-ion batteries create particularly unique fire and explosion hazards. Lithium-ion batteries are inherently safe and stable but certain conditions elevate the risk of fire and thermal runaways such as impacts, puncture or mechanical damage, overcharging, overheating, and short circuits."

"H. The potential for development of new commercial BESS facilities within Solano County without adequate land use policies and standards in place to implement SB 38 and to prevent potentially catastrophic interference with nearby communities presents a current and immediate threat to the public's safety and welfare, and the approval of additional use permits, or other applicable entitlements for such uses would result in a threat to public safety and welfare."

The above actions being undertaken by these two CA counties is indicative of legitimate concerns being raised by their residents. As more fires and emergency incidents occur and more BESS facilities are proposed, other communities across the state will join the chorus urging the creation of siting safety standards. The simple question before us is, "Why are we putting the cart before the horse and diminishing issues of safety?"

In terms of preferred locations to site BESS facilities, they should be co-located and integrated with renewable energy facilities such as solar arrays and/or wind turbines in remote locations. This would then make a BESS facility a truly renewable resource. 48% of California's land is owned by the Federal government. In view of the fact that proposed BESS facilities are a response to federal green energy legislation, it makes sense that the Federal government would play an important role in California's renewable energy future. In fact, here are two excellent examples where integrated BESS and solar facilities have been sited and are now operational on federal land in California:

<https://www.energy-storage.news/edwards-sanborn-california-solar-storage-project-world-largest-bess-battery-system-fully-online/>

<https://www.blm.gov/press-release/blm-advances-battery-storage-renewable-energy-california-desert>

Summary

As decision makers governing policy that shapes our lives, we want you to know the facts about the condition of BESS siting standards and moratoriums in other California counties and cities. California is not the only state that has taken serious actions on BESS facilities. New York and many other states have been imposing moratoriums over the past few years because of shabby, insufficient siting standards and criteria by state regulatory agencies. In many cases, BESS developers have also demonstrated a disregard for public health and safety by virtue of their siting proposals.

With two BESS projects under consideration by our county, we feel it is most appropriate for the Sonoma Board of Supervisors to come up with critical safe siting standards that will

ensure public health and safety and environmental/cultural protections. We are asking the Sonoma County Board of Supervisors not only to follow San Diego and Solano County's lead, but also possibly collaborate with these counties to develop badly needed siting standards and criteria.

We sincerely hope that our Sonoma County Board of Supervisors will make this a priority agenda item at the next regular meeting.

Respectfully,

Joe Petrillo
David Donnenfield

Citizens for Battery Transparency

www.petalumabatterystorage.com

David Donnenfield


Petaluma, CA 94954

"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

From: [Taryn \[REDACTED\]](#)
To: [-- City Council](#)
Cc: [-- City Clerk](#)
Subject: no such thing as PFAS-free turf: cities are suing for false claims from manufacturers
Date: Monday, August 12, 2024 2:00:46 PM

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

Increasing liability as cities and school districts are being sued for toxics exposure to children, adults, and the environment.

<https://www.eenews.net/articles/our-community-has-been-deceived-turf-wars-mount-over-pfas/>

	<h2>'Our community has been deceived': Turf wars mount over PFAS</h2>
	<p>Across the country, bitter fights are playing out over synthetic grass surfaces. Some towns already have buyer's remorse after finding PFAS in their turf</p>
	<p>www.eenews.net</p>

From: [Gregory Gardea](#)
To: -- City Council
Subject: Proposed Home Depot
Date: Sunday, August 25, 2024 1:45:45 PM

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

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

Dear Council Members,

We're writing in strong support of the proposed zoning amendment that will allow the council to review proposed retail spaces over 25,000 feet.

We're in opposition of another big box store gobbling up our precious real estate and in such a vital area of our Eastside community for the following reasons:

1. We already have a huge hardware/construction/nursery store in Friedman Bros., virtually right next door to the proposed Home Depot, and frankly Friedman Bros. has been serving our community for multiple decades and supporting many worthy local causes along the way.
2. There is a Home Depot just down the road in Cotati, which is not well run and has HORRIBLE customer service (as one would expect from a national chain with no ties to this region).
3. Almost anything one needs can be ordered via the internet and delivered promptly to one's doorstep if one so desires.
4. The addition of large trucks tying up an already heavily trafficked area and disrupting the senior apartment residents next to the proposed truck route is unacceptable.
5. The Eastside of Petaluma is already over-saturated with shopping centers (with many shop fronts sitting empty for long periods of time).
6. We Eastsiders would like to see more diversity in the future development of this part of town, which ideally would include more housing options that are pedestrian friendly and have access to retail and recreation (exactly what the old Kmart site has to offer).

In closing, we are very happy about the new district city council system, as this is an excellent example of how Eastsiders do so much of the "heavy lifting" when it comes to aesthetics and quality of life issues in our treasured town. In the spirit of Helen Putnam and other past preservationists in Petaluma, we oppose Home Depot which is an unnecessary and unwelcome commercial behemoth that our town will be better off without.

Respectfully,

Gregory Gardea and Juli Walters

Sent from [Mail](#) for Windows

From: [Heather Kratt](#)
To: [-- City Council](#); [-- City Clerk](#)
Cc: [Jeff Schach](#); [Chad Costa](#)
Subject: PUBLIC COMMENT: Petaluma Weed Abatement & Retaliation
Date: Thursday, August 15, 2024 1:55:10 PM

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

City Council:

The weed abatement deadline is set each year by the Petaluma Fire Marshal, Jessica Power. The deadline this year was May 31.

On April 9 at 8:59am, Vice Mayor John Shribbs sent an email to city manager Peggy Flynn, community development director Brian Oh, and city attorney Eric Danly, suggesting a path to get past the ongoing retaliation from those city employees on behalf of the outsourced M-Group planners and to obtain our use permit to open our business. In that email, John mentioned that there are weeds on the lot that I had agreed to take care of. Within three hours, Brian Oh and Eric Danly ordered the code enforcement officer that reports to Brian out to my lot to cite me for those weeds, even though the deadline is May 31. The time stamp on the pictures he included in his report was April 9 12:09pm. This was clear retaliation from Brian and Eric, as retaliation is all they have ever been willing to contribute to this project over the last few years.

In April, Brian Oh and Eric Danly somehow convinced Fire Marshal Jessica Power to claim that fire trucks can't park on the road near my lot, can't drive on a dirt or gravel lot, and insist that nothing can be done on our land beyond 150 feet from the road. She chose to involve herself and the Fire Department in this ongoing retaliation and the illegal taking of my land. I have repeatedly asked Fire Marshal Jessica Power to explain her concerns directly to me, but she has ignored those requests for months.

On July 8, I received a mailed letter from the Fire Marshal giving me until July 15 to mow my lot again. The letter was dated June 26 and postmarked five days later on July 1 during a holiday week. The notice was intentionally mailed late and included a tight deadline that simply could not be met.

On August 1, I received an invoice from the Fire Marshal in the amount of \$1,300. \$1300 to mow a 0.62 acre lot that had already been mowed. It costs me \$250 to mow the lot on my own, just to show the clear level of fraud. I tried to dispute the charge given the lack of proper notice, failure to disclose the extreme cost of weed abatement, and the retaliation that forced me to have to mow my lot more than once. I received a very terse, unprofessional response from Fire Marshal Jessica Power.

For many years, the M-Group and its lackeys have been known to be corrupt, vindictive, and anti-small business, so nothing much surprises me from them anymore. But I must admit that I am shocked and disappointed that the Petaluma Fire Department chose to involve itself in this ongoing retaliation and the illegal taking of my land. The Fire Department has absolutely nothing to gain by treating residents, property owners, and small businesses in this poor manner.

The city as a whole has absolutely nothing to gain - but a whole to lose - by continuing to

ignore the retaliatory actions of the M-Group, Brian Oh, and Eric Danly.

Heather Kratt

From: [jf hancock](#)
To: [Kevin McDonnell](#); -- City Council; [Isabel Castellano](#); [Greg Powell](#)
Subject: EKN Overlay Draft EIR
Date: Saturday, September 7, 2024 2:14:59 PM

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The EKN Development EIR is deficient, it was prepared by First Carbon Solutions, a company dedicated to helping developers, “navigate the review process swiftly and cost-effectively.” Their stated purpose is to provide developers with “legally defensible” products. They are not neutral brokers who follow the facts wherever they lead and the Draft EIR they produced shows it. The report does not include things that we were promised in the public meeting prior to its creation. At the public meeting, we were told that our concerns would be fully addressed in the EIR. They are not.

I made the specific request that the view of downtown and the hills to the southeast from Penry Park be included. My comment is not addressed in the draft EIR but Francesca Preston made the same request and that is recorded in the draft. Despite these specific requests and the recognition in the Draft EIR that, “the open grassy hillsides and ridgelines south of Petaluma and the Petaluma River Corridor are identified scenic and visual resources in the General Plan,” those views are not considered in the report and views from Penry Park or any high vantage point are not included. The views used in the report are all taken from vantage points more beneficial to the project than would be from Penry Park or other high viewpoints. Renderings of the hotel in Views, 1 and 5 were made such that trees are in the way and View 8 was created so that the parking garage on C St. blocks it out entirely.



Where the hotel is shown, in view 3, one can see how ugly it is and how it won't fit into our cute downtown.



It looks like a jail, doesn't it?

I, and two others specifically brought up the hotel's impact on a treasured Petaluma cultural tradition, the Butter and Egg Days Parade. The impact of the hotel on the parade is not mentioned in the report. The hotel sits in the middle of the route for both the Butter and Egg parade and the Veteran's Day parade. There is no plan on how to deal with parade guests checking in and checking out and their impact on the parades.

There are many concerns about traffic recorded in the EKN's Draft EIR. Concerns which are swept aside by assuming people will just use other routes than the most convenient ones. The draft goes further and says, "Since the proposed project would not further degrade the intersection [Petaluma Blvd/D St] to LOS F, there would be no conflict with General Plan Policy 5-P-10." However, Petaluma's 2025 General Plan EIR says in section 5-P-10 that, "**LOS should be maintained at Level D or better for motor vehicles due to traffic from any development project.**" (emphasis added)

First Carbon Solutions did not take the concerns of Petalumans seriously in drafting this EIR. They were concerned about the needs of their client, EKN. They ignored specific requests to look at the project from a certain angle and only presented scenic views beneficial to their client.

They brushed aside concerns about traffic and made unverifiable assumptions about where people will choose to drive and that hotel guests will choose to use public transportation.

Worst of all, they misrepresented Petaluma's General Plan and said that it allowed for a worse level of traffic, LOS F, when it calls for nothing greater than LOS D. This misrepresentation is unacceptable and the City Council should reject First Carbon's characterization a "less than significant" impact on our scenic resources, cultural traditions, and environment.

I urge the council to reject this Draft EIR and vote against the Overlay and the ridiculous, out-of-place hotel.

Jeremy Hancock
Petaluma

Sent from [Mail](#) for Windows

From: [Johanna Schleret](#)
To: [-- City Council](#)
Subject: Public Comment: Bike Lanes on D Street
Date: Sunday, September 8, 2024 9:16:37 AM

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

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

Dear Petaluma City Council,

The entire point of a town or city is to stop. Cities exist to stop - eat - play - work - shop - sleep - rest. Otherwise it's a highway.

The bike lanes on D are a big improvement for quality of life! I've been on D by bike (with my kid) and by car - much better than before. Sure, protected bike lanes would be even better, but this is already pretty great.

I live on a busy street, and I just wish we'd get similar bike lanes and traffic calming infrastructure on our street! What's not to like about a lower speed in front of your house? Less inattentive drivers taking off your side mirrors, safer riding the bike, easier crossing, less noise, safer for the kids - I'd happily walk a few feet to my car if that's the trade off.

Thank you for working on making Petaluma a more enjoyable city to live in (and not to race through).

Thank you,
Johanna Schleret

From: [justin carter](#)
To: -- City Council; -- City Clerk
Subject: D St bike lane
Date: Saturday, September 7, 2024 8:36:26 AM

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

Just wanted to send a quick note and thank the city for the upgrades to D St. As a parent and cyclist living on F & 8th the new bike lanes and 5th St interchange have been a great improvement to our daily life. It's made our getting around by bike easier and safer, thank you!

Justin Carter
[REDACTED]

From: [Mary Davies](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: D Street Pilot
Date: Saturday, August 31, 2024 10:16:57 AM

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We declared a climate emergency here. We identified that reducing vehicular traffic was the chief way to reduce CO2. The only way to do that is to make it safe and easy for people to get around without cars.

So thanks for the D Street Pilot project! It feels like traffic is slower there, and I like it that people entering our town are reminded immediately that vehicles are not our only priority.

Mary Davies

Mary E. Davies

[REDACTED]
Petaluma, CA [REDACTED]
[REDACTED]

“The greatest threat to our planet is the belief that someone else will save it.”
Robert Swan, Arctic explorer and climate activist

From: [MELINDA MacNaughton](#)
To: -- City Council
Cc: [REDACTED]
[REDACTED] banning artificial turf and removing PFAS based material in local park
Date: Tuesday, September 3, 2024 2:56:45 PM

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

Dear Petaluma City Council,

Re: Decision on Artificial Turf and PFAS material removal

Agreed that artificial turf should be banned. Any NEW synthetic turf installments should be put on hold until the almost finalized OEHHA study is made public. Their report is likely to come out on the side of the public stating the hazards of turf. If this is the case, your city and others would have a big liability issues on their hands and much hazardous material to dig up. This is with possible [negative health, injury](#) and environmental impacts aside and strictly from a fiscal and liability standpoint. This information should be brought up with the City Attorney and the Planning Commission to prevent future liability and excessive expense.

[Setting the Record Straight Again](#): There is a belief that science and new turf formulations have made artificial turf safe and/or acceptable. The Environmental Protection Agency (EPA), Centers for Disease Control (CDC), and the Occupational Safety and Health Administration (OSHA) **ALL** reject that notion. Non-Toxic Neighborhoods' advisor Phil Landrigan MD, MSc, discusses the dangers of Synthetic Turf in this 2 min [video](#).

[Injury incidence is higher on artificial turf compared with natural grass in high school athletes: a retrospective cohort study](#)—Athletes were 58% more likely to sustain an injury on synthetic turf. Football, soccer, and rugby athletes were at a significantly greater injury risk on synthetic turf. Upper and lower extremity and torso injuries also occurred with higher incidence on artificial turf.

[Athletes were 58 percent more likely to sustain an injury during athletic activity on artificial turf](#). Injury rates were significantly higher for football, girls and boys soccer, and rugby athletes. Lower extremity, upper extremity, and torso injuries were also found to occur with a higher incidence on artificial turf.

[PFAS contamination](#) should also be a significant concern for Irvine's watershed.

[Shaw Industries, one of the companies that produced the turf that tested positive for elemental fluorine, admits, "These chemicals are commonly used by synthetic turf manufacturers as a non-stick agent.... We are exploring alternatives with our technical teams and suppliers but have not yet identified a substitute that provides the non-stick properties required for manufacturing synthetic turf."](#)

[Artificial Turf Is Full of Toxic Chemicals](#)

Other concerns with synthetic turf are [heat stroke/thermal injury](#) and [head trauma](#) to [ACL injuries](#), [climate warming/heat island effect](#), which [synthetic turf is responsible for](#).

At an Orange County Soccer Club (Division II professional soccer) game, Brian agreed to let Kim, of Non-Toxic neighborhoods, record his opinion on synthetic turf.

He's a former pro soccer player and now part-owner of the Orange County Soccer Club ([see video here, please excuse the angle switch](#)).

[Boston bans artificial turf in parks due to toxic 'forever chemicals'](#)

The city joins a growing number across the US in limiting the use of artificial turf made with dangerous PFAS compounds.

Please ban artificial turf in Petaluma.

Regards,

Melinda MacNaughton

Community Outreach Director

[NON - TOXIC NEIGHBORHOODS](#) | [OUR WORK](#) | [WHERE TO](#)

[STARTIG: @nontoxicneighborhoods](#) | [FB: nontoxicneighborhoods](#) | M: 843-816-3085

From: [Nathan S](#)
To: [-- City Council](#); [-- City Clerk](#)
Subject: General Public Comment on D Street Traffic Calming Pilot Project
Date: Wednesday, September 4, 2024 4:32:10 PM

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

Dear City Council Members,

I live one house off of D Street with my young family. We drive, walk, and cycle all of D Street multiple times a day to go to school, work, downtown, and across town. We care deeply about the safety of D Street for all of its users.

I'm writing to give thanks for the D Street Traffic Calming Pilot Project, which is finally here! In 2021 council listened to the D Street residents' request for a safety-focused quick build. Staff spent years gathering community feedback and designing the changes. You voted to move forward with the pilot. Since the installation a couple weeks ago, vehicle traffic is notably slower and the street already feels safer.

As a driver: I drive slower after the pilot changes, throughout the entire D Street corridor. The new signage, striping changes, and slight movement of the driving lanes is successfully slowing vehicles and increasing driver alertness. I appreciate not having to share the lane with cyclists.

As a pedestrian: I appreciate using the two new crosswalks, improved signage, refuge islands, and increased pedestrian visibility. I'm eagerly waiting for the completion of pedestrian bulb outs and rapid flashing beacons.

As a cyclist: I feel so much safer having a designated lane to ride in (rather than dangerously weaving between moving and parked vehicles). The new green striping in the conflict areas makes me feel more confident that cars are aware of cyclists.

As a parent: I rest easier knowing that my daughter and her friends are less likely to be killed or injured on D Street (car crashes are the leading cause of death for ages 1-13). I am relieved that everyone in my neighborhood who regularly uses the street is safer, especially the most vulnerable: children, seniors, and disabled.

I'm thankful the traffic diverter was installed at the 5th St intersection. I've witnessed collisions there, and a friend was struck and injured while pushing her baby in a stroller. It's the most dangerous intersection on D St. This specific change will definitely save lives.

Anecdotally and subjectively, traffic feels calmer and slower across the entire D Street corridor. In just the first couple weeks since installation I have noticed an uptick in cyclists on D Street, especially students and seniors. I look forward to the City releasing before/after data on speed, collisions, and modes.

Finally, I appreciate Public Works' responsiveness and nimbleness around the installation. When a design issue came up with yellow striping, they resolved it within days. When the parking designations were unclear, they quickly clarified it with paint. I appreciate staff actively listening to feedback and quickly correcting issues.

Thank you again for this traffic calming pilot. I appreciate the safety-focused goals of the project and am excited to see the results and data of the D Street pilot in time.

Thanks,
Nathan Spindel

From: [Ned Orrett](#)
To: -- City Council
Cc: -- City Clerk
Subject: D Street Pilot Project
Date: Thursday, September 5, 2024 6:05:13 PM

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

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Mr Mayor and Councilmembers –

I write to express my sincere appreciation for the pilot project you encouraged and then authorized (during post midnight hours no less) to enable Petalumans to more safely opt for walking or cycling along D Street, thus offering more alternatives for residents to reduce harm to life on Earth. I also wish to recognize the unusually relevant technical capabilities and care for the value of such work presently available within our Public Works staff... making possible an outstanding design and rapid execution thereof.

Although for years a National-class bike racer, I was victimized by the Fossil Fuel Age (blood cancer caused by gasoline leaking from an old Petaluma gas station -> strokes) so can no longer ride a bike safely. So... I walk – about 2,000 miles a year – to minimize my GHG emissions around town. The new, brightly painted crosswalk on D St at Laurel Ave is a wonderful aid in that regard!

After four years serving on our Climate Action Commission, I am aware of the vast changes needed in human life to enable all of life to continue on this beautiful planet. While we have much to do, the fact that we are getting started in Petaluma with support of you, our City Council members, is extremely gratifying.

Thank you all!

Ned Orrett, MS (Ecology), PE

From: [Nyla Blair](#)
To: [-- City Council](#)
Subject: artificial turf installation
Date: Sunday, August 18, 2024 10:58:52 PM

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Please do not allow this !

It would pollute the earth with plastic, and heat the earth up to toxic levels.

It would require regular maintenance with chemicals including (but not limited to) carcinogens.

It would NOT contribute to groundwater replacement.

It ends up as non-biodegradable waste.

Thank you for your consideration,

Nyla Blair

From: [Scott Seaver](#)
To: -- City Council
Cc: -- City Clerk
Subject: Bike lanes = Safer streets
Date: Saturday, August 31, 2024 8:51:08 PM

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Hello Councilmembers and everyone involved,

I just wanted to take a moment to give some POSITIVE feedback on the new D Street bike lanes/traffic calming measures. I understand that it's only a pilot program, but my wife Jeanine and I would LOVE to see it become permanent. We are both avid cyclists around Petaluma, and raised two kids here in Oak Hill to be cyclists as well. Both of them rode bikes to school beginning very young, and continuing right through high school. It was always a bit stressful worrying about their safety, especially when they were just becoming old enough to start commuting on their own. Having more bike lanes around town would have made that a lot smoother, and also just portrayed a community that values bike riders and has designed the streets for their safety.

After having visited many cities with much better infrastructure for bikes in Europe, Canada, and even Oregon, we are super happy that Petaluma is finally stepping up their game on bike lanes and routes. We love the SMART trail, the improvements on Petaluma Boulevard, Maria Dr., and MacDowell. Although there still remain areas of town that could use improvement, the latest project on D Street seems to us like a keeper, and befitting one of our town's most prominent residential streets. I hope the residents who oppose this change can see things from our point of view and adapt to the small inconveniences that may be imposed on car drivers. We are all drivers sometimes. If only everyone could be bike riders sometimes too.

Scott and Jeanine Seaver
[REDACTED], Petaluma

From: [Stephanie Van Hook](#)
To: -- City Council; -- City Clerk
Subject: Thank you for a safer D street
Date: Friday, August 30, 2024 11:58:47 AM

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Dear City Council and City Clerk,

I am deeply grateful for the recent improvements on D Street. As a resident and worker in Petaluma, I've found it incredibly stressful navigating areas like D Street and East Washington/Keller, where bike and pedestrian safety has often been overlooked. I've had several close calls with cars, so when the pilot project on D Street began, I was thrilled. I can now cross D at 5th Street with ease, feeling much safer. I also appreciate that when I do drive, the new setup removes the temptation to speed across D at 5th, a choice that was never truly safe. Now, safety is prioritized for drivers and those walking, biking, or rolling, which feels like a significant and positive change.

I am hopeful that similar changes will one day be made at East Washington and Keller. Petaluma deserves a safe and connected community where we all look out for each other. I've also noticed a new sense of friendliness among drivers at the 5th Street crossing—they've been stopping and even smiling when I cross, making it a genuinely pleasant experience.

Thank you so much for making Petaluma safer for everyone.

Warmly,
Stephanie Van Hook

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[The Metta Center for Nonviolence](#)
[Cosmic Peaceforce](#)

Ansible Coordinates: 707.235.3176

Personal Project:

[Whiskers in the Dark, because we need cats on the internet.](#)

From: [Teddy Herzog](#)
To: [-- City Council](#)
Subject: Love the new D Street
Date: Wednesday, September 4, 2024 11:23:06 AM

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Hey All,

I've ridden my bike along the entire length of the modified D Street and I've also driven it multiple times now.

I am very happy with the new design.

Thank you for moving us forward into the future.

As usual, the fuss and upset far exceeds what is actually happening (e.g. fairgrounds, bathtubs, Rainier bike lanes, etc). We can't build a bicycle network across town if we have to argue block by block about free street parking and "what about my garbage cans".

Everyone will be just fine with the new design.

Teddy Herzog


Sent from my iPhone