

**From:** [Bernie \[REDACTED\]](#)  
**To:** [-- City Council](#)  
**Cc:** [Bruce Hagen](#); [REDACTED]; [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:** [Chris Little](#)  
**To:** -- City Clerk  
**Subject:** Fwd: Thank you for D Street Bike lane & crosswalks  
**Date:** Friday, September 6, 2024 9:36:20 AM  
**Attachments:** [emailsig\\_citylogo\\_d1\(2\)\\_e28544ea-63f8-435d-be62-b576acd74fdf.png](#)  
[emailsig\\_climateready\\_d1\(2\)\\_cb9b77d5-c420-4567-9d7a-0a73efb4ce3c.png](#)  
[emailsig\\_fb\\_d1\(2\)\\_95b171c6-ee0c-4839-988f-932da2b88c34.png](#)  
[emailsig\\_insta\\_d1\(2\)\\_03d923f5-a3fb-466e-8028-f8e1feb666d1.png](#)

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Sent from my iPhone

Begin forwarded message:

**From:** Bjorn Gripenburg <[bgripenburg@cityofpetaluma.org](mailto:bgripenburg@cityofpetaluma.org)>  
**Date:** September 6, 2024 at 9:16:51 AM PDT  
**To:** [REDACTED]  
**Subject:** Re: Thank you for D Street Bike lane & crosswalks

Hi Chris,

Thanks for your email. If you'd like City Council to see this and have it added to public comments for next Monday's City Council meeting, please forward to [cityclerk@cityofpetaluma.org](mailto:cityclerk@cityofpetaluma.org). Either way, we have it saved to our project feedback folder.

Best,  
Bjorn

Sent from my iPhone

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**Bjorn Gripenburg, MCRP**  
Project Manager  
City of Petaluma | Public Works and Utilities

[bgripenburg@cityofpetaluma.org](mailto:bgripenburg@cityofpetaluma.org)



# CLIMATE ★ READY ★ PETALUMA 2030



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**From:** Christopher Little [REDACTED]  
**Sent:** Thursday, August 29, 2024 12:33 PM  
**To:** publicworks <publicworks@cityofpetaluma.org>  
**Subject:** Thank you for D Street Bike lane & crosswalks

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Dear City of Petaluma Officials, I wanted to express my gratitude for the recent installation of new bike lanes, crosswalks and improvements to D Street. This enhancement has made a significant impact on the safety and accessibility of our neighborhood. The bike lanes encourage more people to choose a healthier and environmentally friendly mode of transportation. The improvements to D Street have transformed it into a more pedestrian-friendly and welcoming area, fostering a stronger sense of community. Your efforts have made a tangible difference in the lives of citizens, and I look forward to seeing future initiatives that continue to enhance our city.

Chris Little

[REDACTED] Petaluma, CA [REDACTED]

**From:** Christopher S [REDACTED]  
**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

I'm here tonight to discuss the traffic safety issues on Kresky Way. There are trailers coming from 1256 Kresky Way that block traffic in both directions, block the side walk and make pedestrians cross in the street, and this creates a serious safety issue. They also frequently violate the quiet hour ordinance due to renting out the trailers.

Kresky Way is a very busy street, and running a trailer rental business out of a residential home just creates a safety issue.

**From:** [Molidor, David Lawrence](#)  
**To:** -- City Clerk  
**Subject:** Fwd: Videos for public comment - 9/9/24  
**Date:** Friday, September 6, 2024 8:50:08 AM  
**Attachments:** [victors speach.pdf](#)  
[facebook-video-placeholder-6bfe6ccd13cf983861d487f0d9be3fa9.png](#)  
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[facebook-video-placeholder-6bfe6ccd13cf983861d487f0d9be3fa9.png](#)

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Begin forwarded message:

**From:** "Molidor, David Lawrence" <[REDACTED]>  
**Date:** September 6, 2024 at 8:44:27 AM PDT  
**To:** Caitlin Corley <ccorley@cityofpetaluma.org>  
**Subject:** Re: Videos for public comment - 9/9/24

Thanks Caitlin. If you can please submit the below comment along with the links to the videos, in preparation for Monday's public comment, we would appreciate it. Victor Perez will be speaking as well as I, Dave Molidor.

ring



Ring #AlwaysHome  
ring.com

This one you can see a woman going to the street because these people are blocking the sidewalk.

<https://ring.com/share/7b89f391-dff2-428a-9ef9-42b0c3ab6831>

This one shows how busy the intersection gets:

ring



Ring #AlwaysHome  
ring.com

ring



Ring #AlwaysHome  
ring.com

The video is one of the busiest.

ring



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ring.com

The video shows a car coming on kresky in another one on Stewart across the street, right at that spot is a blind spot because kresky Way is a curved street and a lot of cars come from McDowell Street.



Ring #AlwaysHome  
[ring.com](http://ring.com)

These one shows people walking their dogs and we have a lot of that every day all day long.



Ring #AlwaysHome  
[ring.com](http://ring.com)

This one shows another different truck picking up the trailer, that makes us think he rents the trailers out.



Ring #AlwaysHome  
ring.com

<https://ring.com/share/8e8abe55-8122-408d-a4cd-98d29ed9f518>

The last video I sent you that truck was blocking the sidewalk for more than half an hour. There is the proof.

Sorry if I sent you too many videos, but the council members can check them out and see what's going on in this part of town. It is not only the traffic safety issue but it's impacting Victor and his neighbors with those trailers and the noise they make with those loud diesel trucks with back up alarms every day, before business hours, very early in the morning.

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On Aug 28, 2024, at 5:23 PM, Caitlin Corley  
<ccorley@cityofpetaluma.org> wrote:

Good afternoon,

Thank you for checking in on this. We do not allow members of the public to play videos during their comments. However, if you'd like to submit a written comment via email which includes the links to the videos, we will send it to City Council and post it to our agenda packet so that any member of the public can view the videos.

Thank you,  
Caitlin

**Caitlin Corley, CMC**

City Clerk  
City of Petaluma | City Clerk  
office. 707-778-4361 |  
ccorley@cityofpetaluma.org

[<emailsig\\_citylogo\\_d1\(2\)\\_2c9fbccd-8cdc-416e-b822-fdf4151fa8be.png>](#)

[<emailsig\\_climateready\\_d1\(2\)\\_bb0505f6-445e-416b-9afe-a8757766a766.png>](#)

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[<emailsig\\_insta\\_d1\(2\)\\_ba557d12-cb65-45c6-9b6c-a3e9d60a0a6e.png>](#)

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**From:** Molidor, David Lawrence [REDACTED]  
**Sent:** Wednesday, August 28, 2024 5:19 PM  
**To:** -- City Clerk <cityclerk@cityofpetaluma.org>  
**Subject:** Videos for public comment - 9/9/24

[REDACTED] [Learn why this is important](#)

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Hello,

We will be speaking at the city council meeting on 9/9, about a neighbor on Kresky Way who is violating city codes with his behavior. We have video footage to support our claim and we would like to present these videos at the meeting while we are speaking. Should I email these videos here to this email address?

Thanks  
-Dave

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**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"<sup>1</sup>. The mistaken notion that LFP batteries are safe compared to LNMC batteries was further perpetuated by the self-acknowledged non-expert Mr. Murtishaw<sup>2</sup> who stated "the concerns about thermal runaway and the intensity of fires actually apply to NMC and not to lithium iron phosphate<sup>3</sup>". 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 precipitously<sup>4</sup>). Moreover, recent

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<sup>1</sup> Time stamp 06:58.

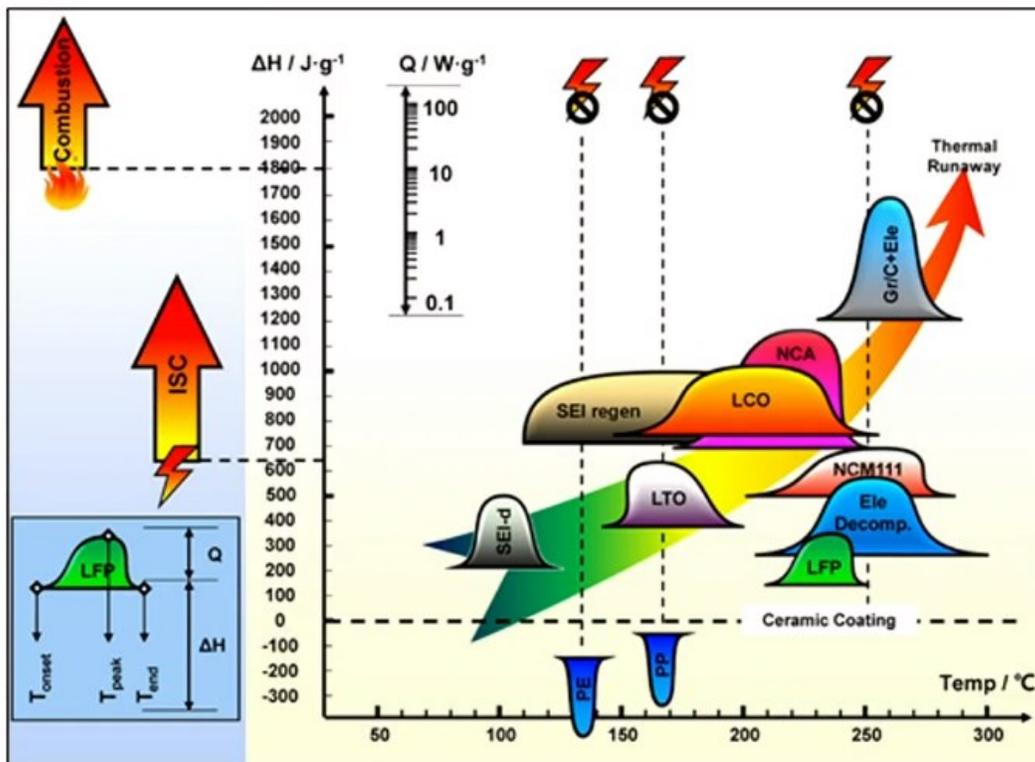
<sup>2</sup> Mr. Murtishaw affirms he is "far from being an expert"[ Timestamp 1:16:34]; the description of his background indicates he has no expertise in engineering, chemistry, fire protection, or battery systems.

<sup>3</sup> Timestamp 1:11:39.

<sup>4</sup> *Study on Temperature Change of LiFePO<sub>4</sub>/C Battery Thermal Runaway under Overcharge Condition*. Fei Gao et al 2021. Presented at the 3<sup>rd</sup> 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 system<sup>5</sup>. This *fact* has been corroborated by others<sup>6</sup>. 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>.

<sup>5</sup> 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>

<sup>6</sup> *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°C<sup>6</sup> (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 runaway<sup>7</sup>. 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 2020<sup>8</sup>.

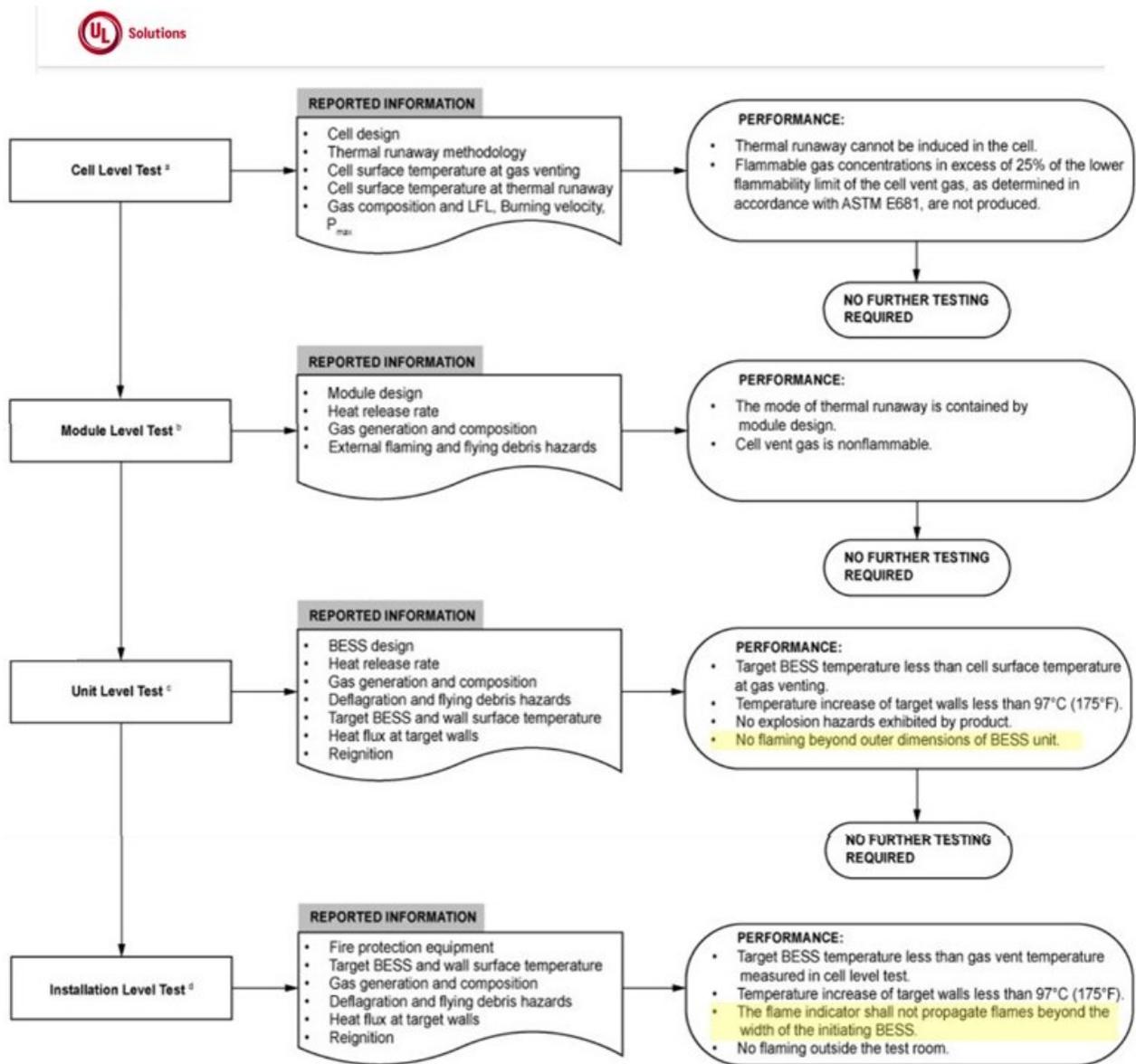
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<sup>6</sup> Thermal Runaway can be initiated at only 116 °C in overcharged LiFePO<sub>4</sub> batteries. *Study on Temperature Change of LiFePO<sub>4</sub>/C Battery Thermal Runaway under Overcharge Condition*. Fei Gao et al 2021. Presented at the 3<sup>rd</sup> 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>

<sup>7</sup> *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>

<sup>8</sup> <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 capacity<sup>9</sup>; reconciling this value with a typical Li-BESS container unit

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<sup>9</sup> <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"<sup>10</sup> and during the Lyme fire,

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<sup>10</sup> <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

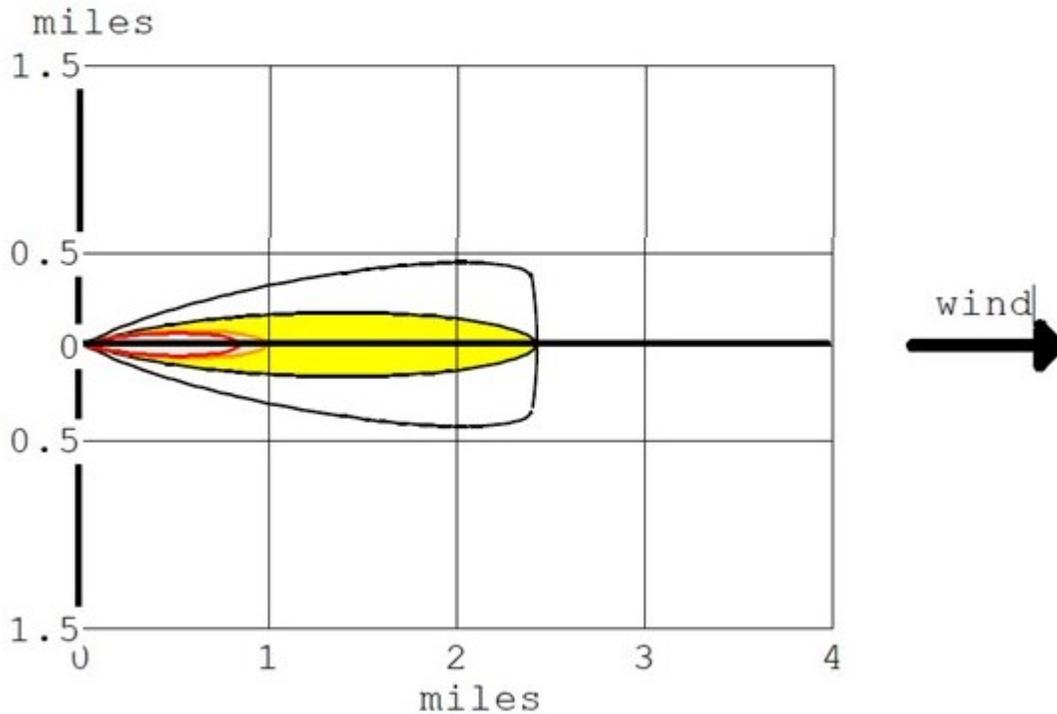
Toxic Threat Zone ALOHA® 5.4.7 

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

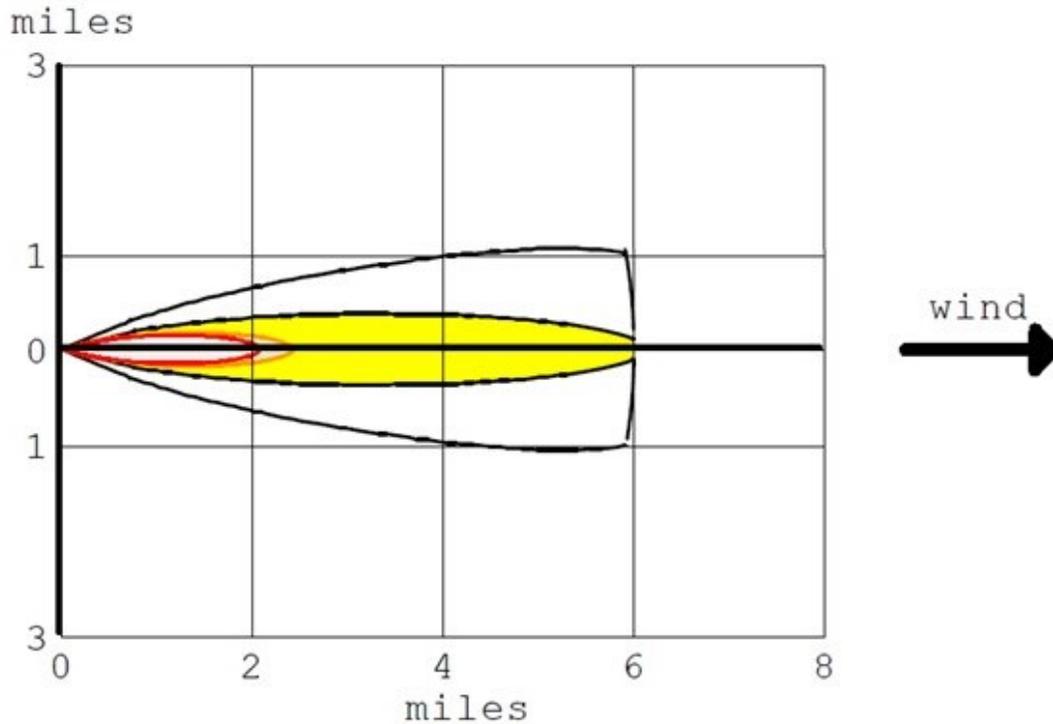
Toxic Threat Zone ALOHA® 5.4.7 

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.

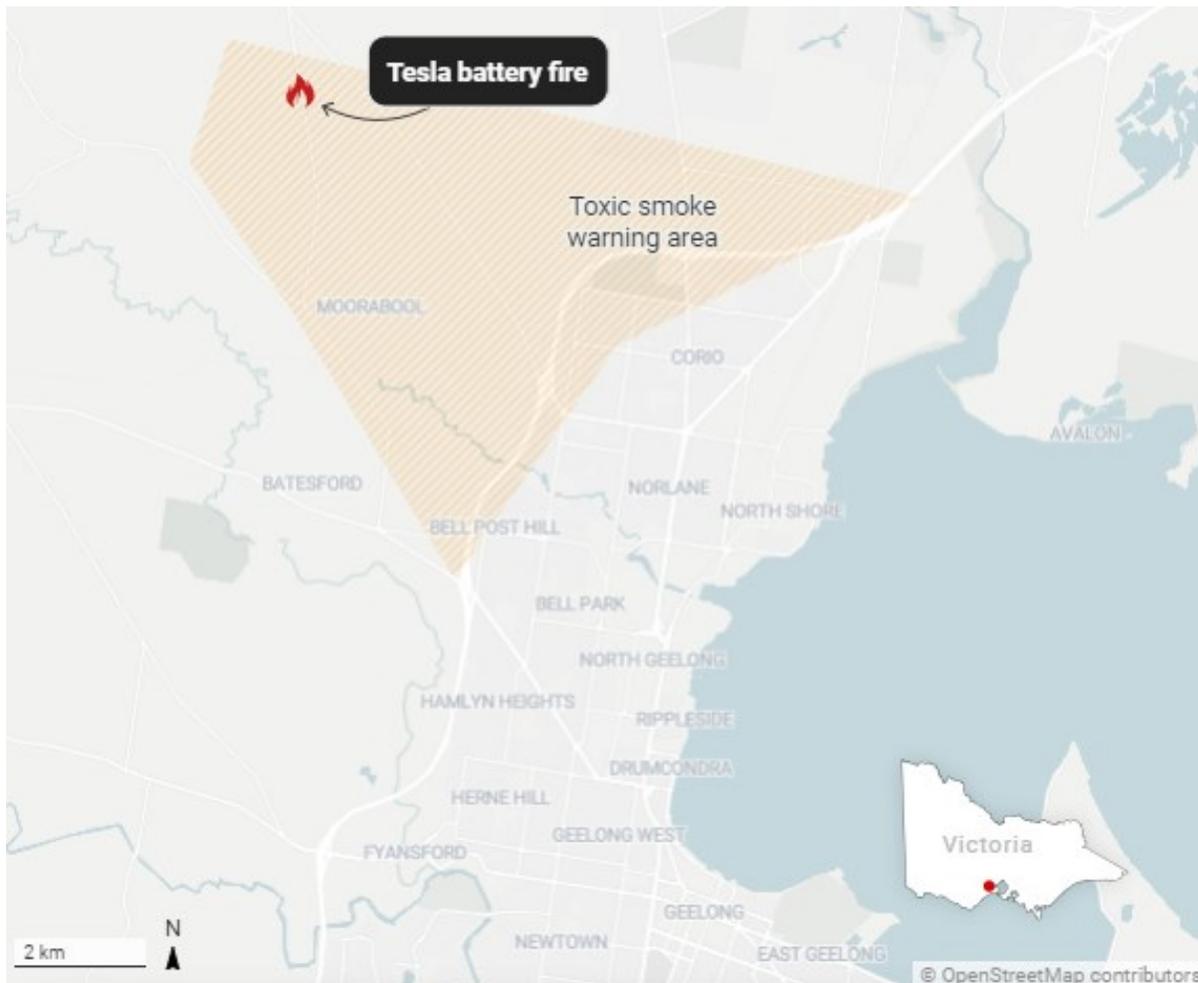
THREAT ZONE: (GAUSSIAN SELECTED)  
 Model Run: Gaussian  
 Red : 2.1 miles --- (30 ppm = IDLH)  
 Orange: 2.4 miles --- (20 ppm = ERPG-2)  
 Yellow: 6.1 miles --- (2 ppm = ERPG-1)



- 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 hours<sup>11</sup>. 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*<sup>12</sup>. 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>

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

<sup>12</sup> <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"<sup>13</sup>. 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*<sup>14</sup>. 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 batteries<sup>15</sup>.

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

<sup>14</sup> *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>

<sup>15</sup> 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 input<sup>16</sup>. 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-

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(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](https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-34462.pdf)

<sup>16</sup> 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 facilities<sup>17</sup> and denigrating public concerns regarding BESS facilities<sup>18</sup>). 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](mailto:atc@actontowncouncil.org).

Sincerely;

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Jeremiah Owen, President  
The Acton Town Council

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<sup>17</sup> 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).

<sup>18</sup> 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](https://file.lacounty.gov/SDSInter/bos/sop/transcripts/1153948_121923.pdf); public comment begins on page 143.

**From:** David [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

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---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](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](http://www.petalumabatterystorage.com)

*David Donnenfield*

[REDACTED]  
Petaluma, CA [REDACTED]  
[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*

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

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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:** [Jill A](#)  
**To:** [-- City Clerk](#)  
**Subject:** For all city council  
**Date:** Monday, August 26, 2024 5:37:44 PM

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

Bjorn,

I received your mailer today regarding "some great questions and feedback from the community." The two questions noted are those which I raised directly with the police chief many days ago when I could not obtain answers from anyone else. Brian did as he promised, forwarded my emails to you and public works. After a few days when I heard nothing back I wrote to Brian again. He stepped in once again to forward my questions and to ask Public Works to respond to them, surely appreciating resident confusion over many of the road use changes and understanding the safety risks road confusion can create.

Residents who reached out to you directly said your emails did not answer their questions regarding road changes, changes for which no one ever received any prior detailed notice. Residents knew there was to be a test phase road change, but no detailed map or outlined letter was ever received by anyone from the city, showing what specific changes would occur and where on D St and any side streets.

Other residents received brief replies stating you- made "unintentional mistakes" and felt "embarrassment" for them and "would be out to fix them," but we're talking about preventable road use confusion that was created on an already identified Sonoma County dangerous road with high severe injuries. Was this test phase road use change not taken seriously or not deemed worthy of diligent review and oversight?

Sure mistakes happen, but how can a test phase- years in the planning, backed by countless city staff hours, the expertise of consultants, the involvement of a seasoned traffic engineer, your expertise as a ten year Active Transportation Planner and Manager of the D St Project, a solid budget, a start date you set, knowing all eyes are on this- result in such road change confusion, errors, misrepresentations, lack of communication and "unintentional mistakes?"

Your mailer stating "The team has been hard at work installing the D Street Traffic Calming Pilot project" is probably accurate, but the lack of preparedness and review prior to any implementation, resulting in residents having to call the hardworking police to get any kind of answers about incorrectly marked roads etc., is more than an embarrassment. Petaluma's drivers, pedestrian's, cyclists, elderly and disabled deserve better.

Additionally, although many residents have called and written you and Public Works, and some even went to Council to ask, nobody has ever answered the simple data

questions- what exactly is the data you plan to collect during this test phase, what is the city's definition of "success" for the test phase and how will that be determined by the data, how will the data be collected, by whom and at what cost?

For the "data" to be valid and relied upon as properly defined, collected and evaluated residents requested a professional, independent group with expertise in such data collection be hired for the test phase, but this request was denied. At minimum, transparency and specific information should be given to resident's about the city's planned data collection and evaluation process in this regard.

Finally, the mailer may have answered two questions, raised many days ago by myself and others, but below are some of the repeated questions that continue to go unaddressed. We would appreciate the courtesy of a reply to these resident questions.

### **Questions which remain unanswered:**

-Has staff contacted hay companies driving 18 wheelers to see if those trucks can shift left / right through the new slalom event

-Has staff contacted milk tanker companies to see if it is safe for tanker trucks with thousands of pounds of milk sloshing around to shift left / right through the new slalom event

-Are cyclists required to follow the same road rules and stop at Stop signs etc and if so how will it be enforced

-Are helmets mandatory for cyclists, e-bike riders and all motorized bikes

-Are e-bikes and motorized bikes able to use the bike lanes/what is the bike lane maximum speed

-Why are cyclists still riding on D St sidewalks when they have the new bike lanes and how is that being addressed

-How will all of the above violations be enforced

-What data is the city collecting and what metrics are they using

-What is being done for the United Methodist Church who lost all their D St parking? Many elderly and disabled members are now burdened with significant mobility inequalities for church access

-What is the amount spent to date for this test phase project, from planning to implementation as of August 26, 2024

- Since the point of traffic calming is to slow traffic speeds, how is the city measuring traffic speeds? How can the city ever know how speeds have been impacted by their pilot program?

- How is citizen feedback being measured and maintained by the city? How will it be

treated any differently from all the overwhelming feedback against the bike lanes in the first place?

-What is the budget for the test phase- planning, execution, data collection and evaluation, including staff time? We know the city spent over \$150,000 on staff time for the test phase prior to the April 2024 City Council vote so we can only imagine what has been spent since then and what will be spent on it

-Where is it all the money coming from for this? Is some or all of it taxpayer money?

-We were told the test phase was to be for one year, but now neighbors are hearing from you that it'll be for two years. What is the test phase term?

-If two years why were residents not informed of this change and why are two years needed?

-What is the budget for doubling the test phase term and who's paying for the added staff/engineering/police time- taxpayers?

-How exactly is cyclist use of the bike lanes being collected, are there cameras placed so accurate 24/7 data is obtained?

Good evening, City Council and City Staff,

We come together again this evening in support of each resident in every mobile park in Petaluma.

We are listening and are hopeful that defending, enforcing and strengthening our ordinance and our rights is happening and will continue.

Our residents are supporting each other but once again mental health is at the forefront.

We can't ignore threatened continued annual arbitrations, closure processes which will be begin soon, loss of amenities, seniors no longer living in peace, letters sent anonymously to residents mailboxes creating more fear, attempts at threatening towing of cars, locking of clubhouses to prevent seniors from having chairs outside to sit, and then sister cities meeting in private with park owners to concede resident rights before residents are even aware that is happening. In addition, lurking in the background is the fear of becoming homeless. We have vulnerable residents who are isolated and scared.

What we describe above are just the latest abuses of the last 3 weeks.

We are listening to you; we are reporting violations and abuses, and we see you are investigating our truths.

We are aware that violation notices have been done and posted at Littlewoods.

We have completed the arbitration for Capri and await the decision. We witnessed a third-party arbitrator being bullied and abused.

We have sent over 50 letters to Capri Mobile Villa owners demanding that the long-term leases be rescinded as per AB2782 and the residents' civil rights violations by park owners and management.

These same letters were copied to the city of Petaluma by each affected resident.

Unfortunately, if our actions don't mandate correction the residents at Capri face a huge rent increase on September 1<sup>st</sup> with the pass through of unwarranted road work and the reassessed property taxation once the new owners purchased the park.

We have been told that the rent stabilization residents of Capri who received unlawful increases on August 1<sup>st</sup> prior to the Arbitration taking place will be credited. After this was brought to the park owner's attention, we were told this was a mistake.

We at Youngstown had another sale of a mobile home at 31 Michael that the residents brought and petitioned the city of Petaluma to stop because of false fraudulent advertising that it is an all-age park with all age rules and regulations.

This is the fifth such sale.

Daily the young residents speed throughout the park, take over the swimming pool from the disabled unsteady residents and the children ride bikes and play in the street. One sale to young

people is operating a business out of the mobile park with numerous customers driving their cars in, parking everywhere.

We are a mobile home park not an industrial park of businesses.

We look forward to knowing how the enforcement and violations are being addressed.

In addition, we learned that one of those young residents who purchased is the daughter of a manager of a senior mobile park here in Petaluma. Obvious that they willfully knew we are a senior park.

Our sister's senior park property manager has not sold to a young family since the passage of the senior park overlay but our management and park owners enabled this sale here at Youngstown.

Youngstown Park Owners continue to sell more of their mobile homes they own with no notice to potential buyers that they have issued a closure notice to the city of Petaluma in June.

We are defending our rights but face weekly retaliation for this.

Advocates must look over their shoulders when people affiliated with park owners show up at advocates' places of worship, in our parks or sending anonymous mail.

We defend ourselves lawfully never purporting false assertions.

We are not deterred because the fight for all Petaluma Mobile Park residents matters.

We can not ever allow Greed to ruin lives.

We cannot allow unlawful behavior to prevail when we all follow the law.

We cannot forget that every resident, whatever language they speak or whatever disabilities manifest in their senior years MATTER.

We bought a mobile home to live within our means and to live in peace.

We thank every part of the city government for seeing us, for listening to us and for making sure we are treated equally regardless of our income.

We are neighbors and as such, just as Petaluma always does, we take care of each other.

Youngstown strong

Capri strong

Littlewoods strong

Petaluma Estates strong

Leisure Lake strong

Royal Oaks strong

Cottages strong

Petaluma mobile residents strong

**From:** [Julia Cort](#)  
**To:** [Peggy Flynn](#); [Bjorn Gripenburg](#); -- City Clerk; [Kevin McDonnell](#); [Miller, Brian](#); [publicworks](#)  
**Subject:** Near accident D Street this morning about 11:15  
**Date:** Monday, August 26, 2024 7:48:47 PM

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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

Julia Cort [REDACTED]

**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:** [Peter Ts](#)  
**To:** [-- City Clerk](#); [Suzanne Terry](#); [Vishal Chandrashekar](#)  
**Subject:** Fw: Turtle Island Trickster  
**Date:** Thursday, August 22, 2024 1:33:21 PM

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

**From:** Peter Tscherneff

**Sent:** Thursday, August 22, 2024 at 01:32:28 PM PDT

**Subject:** Turtle Island Trickster

## **Tortoise Terrapin Turtle Island Trickster**

**Slow & Steady wins the race... thru persistent effort  
& a Smile on My Face....**

**As the Animal Kingdom awaits w baited breath.....  
as another 15 million Beings today lined up for the  
slaughterhouse Death...**

**Even NOW Most simply but exist on this prison  
planet proof after proof Eyes Open to Scan it....**

**Turtle Island Warriors Abound & routinely found  
both on the Streets so too prison... American Spirit  
Arisen**

**Like a Josie Wales "Glint" together we be Striking  
the Flint...**

**To Spark the Fire to Flame... thee 40 day Freedom**

**Strike wins the game....**

**As the bottomline of this Actionable Report....  
Engage our Gears free of All Fears unto a system We  
REJECT all energies & finances to this system we  
Dis-Connect**

**This system be falling as Almighty gardens be  
calling Remember or Look see that every Artists  
Rendition of the Promised Land be Big beautiful  
gardens w children & animals and I say Music &  
Art... begin began BEGUN Now START...**

**We Californians being thee Most Powerful State...  
thee Time be upon us to Now Fulfilling our Fate as  
Destiny's date.... Thee STRIKE for FREEDOM NOW**

**From:** [Taryn G](#)  
**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

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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/>

	<h3>'Our community has been deceived': Turf wars mount over PFAS</h3>
	<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><a href="http://www.eenews.net">www.eenews.net</a></p>

**From:** [Heather K](#)  
**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

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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:** [Jean Scott](#)  
**To:** [-- City Clerk](#)  
**Subject:** Appellation Hotel  
**Date:** Saturday, September 7, 2024 1:15:20 PM

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Please do not rezone the downtown area to accommodate the building of a high rise hotel. This will only add to more traffic congestion and the deterioration of Petaluma's charm and character.

Jean Scott

[REDACTED]

Petaluma

**From:** [Jodi \[REDACTED\]](#)  
**To:** [Sarah Wolf; -- City Clerk](#)  
**Subject:** Fwd: Updated City comments September 9, 2024 Youngstown, Capri, Littlewoods  
**Date:** Sunday, September 8, 2024 10:16:38 PM  
**Attachments:** [Comments city council Aug 19th updated.docx](#)

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Updated Youngstown general comments Sept 9th city council meeting

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

**From:** **Jodi Johnson** [REDACTED] >  
**Date:** Sun, Sep 8, 2024 at 10:14 PM  
**Subject:** Updated City comments September 9, 2024 Youngstown, Capri, Littlewoods  
**To:** Jodi J [REDACTED]

August 30, 2024

On the September statements Debbie Zetzer, the Youngstown property manager placed on the statement the following:

“Management has been made aware that as of July 2024 one of Youngstown’s homeowners’ organizations has been holding meetings in the common area of the clubhouse. These meetings have been held without reservation prior to holding them. This type of miscommunication has caused undue distrust between homeowners and management.

Going forward if any homeowner wishes to use common areas or the clubhouse must reserve it at least 24 hours prior to their event.”

She refers to Rules and regulation Rule 13-K, which we are unsure if these are the legal rules and regulations and not the illegal rules and regulations posted in the clubhouse that are for all ages. Nevertheless, residents said rule management states is for use of the clubhouse.

Our residents support group did not and would not use the clubhouse as it is recorded and invades the privacy of every resident.

First her statement supports that she was given private access beforehand to residents exercising their rights as management locked up the club house before the time said clubhouse closes on August 2<sup>nd</sup> and more than obvious was

informed that we, the residents of Youngstown were meeting outside.

Important to note our rights to include arbitration and appeal per city and state mandates allowance for us to meet outside on the grounds even inside (although we would never use that option) where our residents walk freely every day to organize, support and exercise their right to free speech.

Most importantly there is NO rule, ordinance or law that states we as residents if choosing to meet to discuss issues or just merely meet to engage in conversation must reserve the sidewalk, the dirt or under a shady tree.

In addition, if the chairs from inside a clubhouse (that every resident pays for said amenity) are used temporarily to the outside to enable any senior citizen, most notably disabled senior citizens residents to be allowed to sit versus stand-well most certain that also would be their right.

To cover up the egregious attack on Youngstown residents' rights said management took down the correct summer clubhouse hours as evidenced to Youngstown legal council of 9-9pm and replaced them the day after this assault on residents' rights with a sign of clubhouse hours 9-5pm which of course states winter hours.

Youngstown management and ownership are hereby notified that you are not allowed to take away any more of the rights of resident owners.

We wonder what's next? Will we be made to supply a reservation when we have relatives over for a party in our back yard?

Will we be made to reserve our walk around the community?

Youngstown Senior Park residents

### Comments

Youngstown Mobilehome Park September 2024 Community Update

Clubhouse and Office will be Closed, Monday, September 2, 2024. The pool will be open its regular house.

Management has been made aware that as of July 2024 one of Youngstown's homeowner's organizations has been holding meetings in the common areas of the clubhouse. These meetings have been held without making reservations prior to holding them. This type of miscommunication has caused undue distrust between homeowners and management.

Going forward if any homeowner wishes to use common areas or the clubhouse must reserve it at least 24 hours prior to their event. Otherwise, management will not accommodate the unscheduled function. Please refer to Youngstown Rules and Regulations Rule 13-K. Recreational Facilities below:

#### 13. RECREATIONAL FACILITIES.

K. Residents wishing to reserve the clubhouse or rooms in the clubhouse for private parties, meetings or other functions must apply by making arrangements with Park Management at least forty-eight (48) hours in advance. Should the date not conflict with any other applications, social events or planned use of the facilities, and upon approval by the Park Management, the request will be granted. During such a scheduled event or party, the reserved clubhouse facilities will not be open to other Residents and their Guests. Any person using or under the influence of a controlled substance, or otherwise intoxicated, will be subject to immediate expulsion from the Clubhouse event. Only with advanced written permission from Park Management, at our sole option, will alcoholic beverages be permitted to be served and consumed during a Park-sponsored event in the facility or Common Areas. There will be no charge for the use of the clubhouse; however, Resident will be required to pay for any damage that may occur. Those scheduling the function will be responsible for normal cleanup immediately after the event or party. If a Resident fails to perform adequate cleanup, Management may hire a cleaning service and charge the Resident for cleanup. All such functions must be carried on in full compliance with these Rules and Regulations and the other residency documents of the Park. Resident will, therefore, be required to provide Park Management with information relating to the function so that Park Management may evaluate the function.

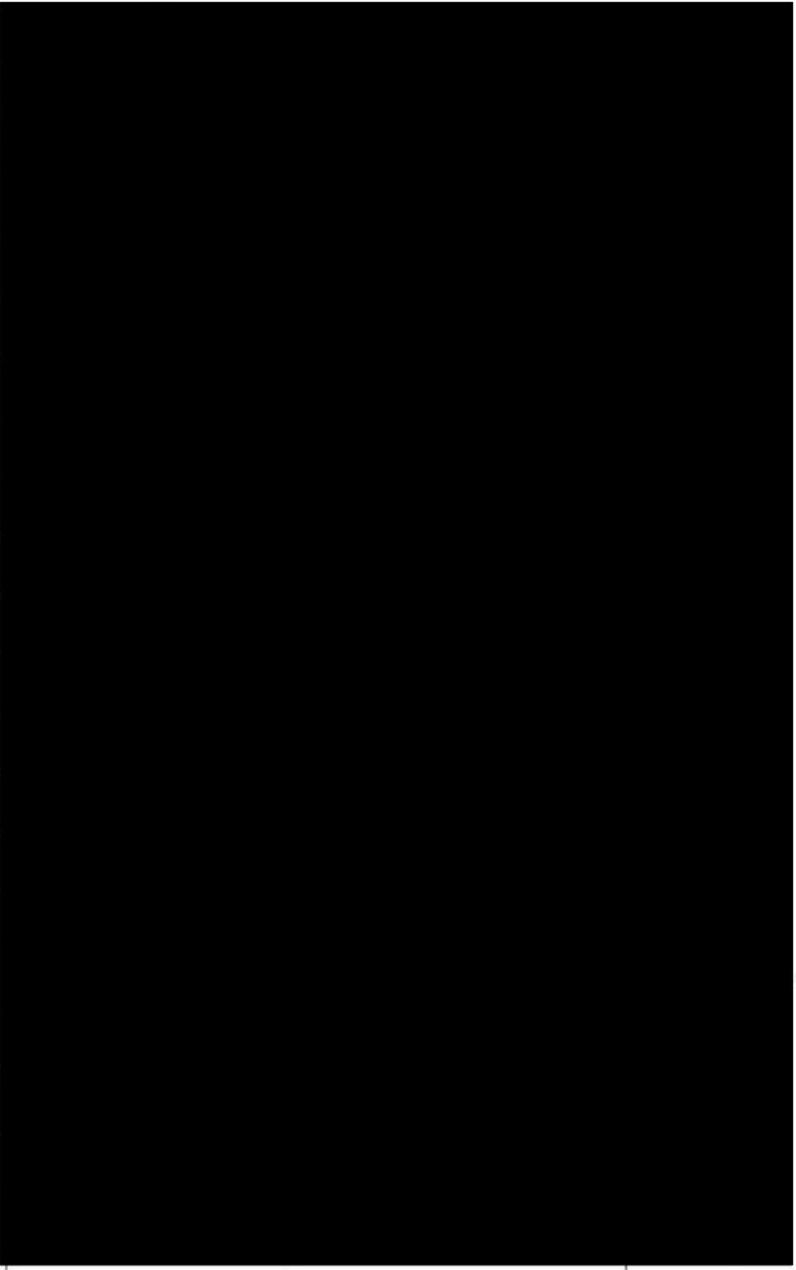
If you have any questions or concerns please don't hesitate to contact the office either by phone at: 1-707-763-9885 or email at: YoungstownMHP@WGPPM.com

Sincerely, Debbie A. Zetzer, Resident Community Manager

9/2/24

{

Samuel Shutoff  
 Tim Forteous  
 Christina Younkens  
 Monica Curto  
 Julie Saxelby  
 P. McGinn  
 Jannina Schneider  
 Donna Santy  
 Eleanor Dalpe  
 Ed Sathings  
~~Carol Depp~~  
 Mary Suppenthal  
~~Jane Jones~~  
~~Paul Pen~~  
 Brunkenzen  
 Deborah Roberts  
 Joyce Kemp Faulkner  
 Melonie Bleasoe  
 Jim + Laraine Erwin  
 Eriqunoy Chang  
 Helene Gohic  
 Tim + Mia Harriman  
 Richard Lewis  
 Michael Goldberger  
 Rudy B Magunty  
~~Bob + Bob~~



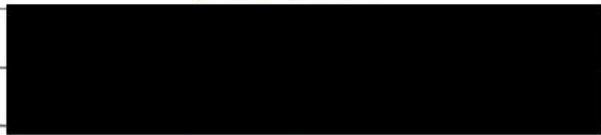
~~~~~  
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Donald  
Melinda  
Pamela Phipps  
Stephen Lawson  
Virginia S. Rivera  
Brenda Probst  
Debra Vitelli  
Kelly Walker  
Christa M. Parker  
~~DANNIE MORRIS~~  
Sue Haynes  
Bert Botta  
Catherine Miller  
Kay Poland  
Judy Rutz-Dott  
Karen Baker  
Maria Moraga  
Angela Eddy  
Lucy Camporeale  
Edward Souza  
Janis Barker  
Mia & Tim Harriman  
Ric Hess  
Linda Ranney  
Venus Matter  
Marie Cunes  
Marianne Probst

Name

Address

Keith Crosby  
Beth Ruggio/



Name	Address
Keith Crosby	[Redacted]
Beth Ruggio/	[Redacted]

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

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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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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:** [Kevin Southey](#)  
**To:** -- City Council  
**Cc:** -- City Clerk; [betterdstreet@fastmail.com](mailto:betterdstreet@fastmail.com)  
**Subject:** Loving the bike lane on D street.  
**Date:** Sunday, September 8, 2024 12:59:49 PM

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Hi,

I wanted to say how much I love the new bike lane on d street. It feels much safer for my family.

Cheers,

Kevin

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

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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