

re: Updated Goals and Priorities Workplan for Fiscal Years 2024/25

Dear City Council members,

I ask that you seriously consider a **ban on the use of gasoline-powered leaf blowers and SOREs** as soon as practicable.

I have not sorted through the many complexities and complications in the Goals and Priorities Workplan, so I'm not simply telling you what to do because I haven't figured it out enough.

I do know that nearby municipalities have already taken such measures, and that it would support the action item on page 43 of the City's Blueprint for Carbon Neutrality, "By 2026, consider banning gas-powered lawn and garden equipment in the city...."

Therefore I do suggest this consideration for these reasons:

- 1. The toxicity of leaf blowers exhaust is worse than cars**
- 2. The gas powered leaf blowers in particular pulverize the dust into such minute particles that are breathed right into the lungs, a serious health hazard for workers and passersby.**
- 3. The dust and debris blasted into the air around us contains dirt, litter, feces and other material, some of which is noxious. This material is also blown indiscriminately onto streets, public areas and surrounding residences.**
- 4. The assault on the ears is, let's face it, horrid. Those of us walking along pathways and sidewalks don't have the benefit of noise-canceling headphones and the sound is damaging.**

Thank you for your consideration,  
Barry

Barry Albert Bussewitz  
Petaluma

**From:** [mrkarat@crinella.com](mailto:mrkarat@crinella.com)  
**To:** -- City Clerk  
**Subject:** Comments for April 15, 2024 city council meeting  
**Date:** Friday, April 12, 2024 11:30:00 AM

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Dear City Council Members,

I have written several letters outlining many parking issues in my neighborhood and am very proud our city council is reviewing the outdated parking regulations. Company vehicles, work trailers, flatbeds, RVs, dump trucks, and large boats parking in front yards or on the streets for weeks and years is a blight on our neighborhood and it has become unsafe. In many cases you can not see around the vehicles, such as large ocean going boats or company trucks, while trying to turn when driving.

The 72 hour law no longer works as vehicles return to the exact place after moving a quarter of a mile. Some of these homeowners have more than 8 vehicles and some own over 12-18 which are parked on the street. My next door neighbor has 10 vehicles and Eric Ct. behind my home has more than 20 between just 2 neighbors.

I would suggest restricting any recreational vehicle from parking more than a day on the street in a neighborhood and requiring a dealers license or city permit for a single residence parking more than 1 or 2 personal vehicles on the street. Also, eliminating and restricting vehicles from parking on the yard for any reason! Parking on the yard or non-driveway areas between homes should be reason for an immediate citation!

Allowing this eyesore hurts everyone's property values. In addition, work vehicles and trailers should be parked at the place of business or in the driveway. The regulation that is currently on the books is not regularly enforced.

Our city has grown considerably over the last couple years and there are many more vehicles now. Possibly hiring more parking officers to enforce the laws would be beneficial.

Thank you for considering strengthening our parking codes and for giving our parking officer the tools she/he needs to enforce them.

Warmly, Beth Stokes

PS. Please get rid of "The Great Escape" huge boat on Crinella that has been parked on the street for more than 2 decades despite numerous reports. It has rusted in place for years.

**From:** [Beverly R Voloshin](#)  
**To:** -- City Clerk  
**Subject:** Fw: Climate Action: Petaluma should ban gas-powered lawn tools  
**Date:** Thursday, April 11, 2024 8:07:21 PM

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For the public record

Beverly R. Voloshin

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**From:** Beverly R Voloshin [REDACTED]  
**Sent:** Thursday, April 11, 2024 6:37 PM  
**To:** McDonnell, Kevin <kmcdonnell@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Janice Cader Thompson <janicecader@gmail.com>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Mike Healy <mhealy@cityofpetaluma.org>; Pocekay, Dennis <dpocekay@cityofpetaluma.org>; John Shribbs <jshribbs@cityofpetaluma.org>  
**Subject:** Climate Action: Petaluma should ban gas-powered lawn tools

Dear Members of the City Council,

One of the most effective steps to reduce pollution and green-house gases that a city council can take is to ban lawn tools with gas-oil engines. These can be replaced with equipment powered by electric engines. Many cities, including ones nearby Petaluma, have already enacted such a ban. Our city could easily model its ordinance on one of those ordinances that G Street Action has already provided earlier.

I urge you to put this on your list of 10 priorities.

Sincerely,  
Beverly Voloshin  
Petaluma

P.S. One local group of which I am a member, G Street Action, sent you extensive information two years ago about this issue. For your reference, I am appending one of our letters to the Council below:

To: Mayor Teresa Barrett and to members of City Council: Vice Mayor Brian Barnacle, D'Lynda Fischer, Mike Healy, Dave King, Kevin McDonnell, Dennis Pocekay

From: G-Street Action

Subject: Banning the sale and the use of all small gas powered engines for lawn care

Several months ago, our group sought your help in banning all gas-powered landscaping equipment in Petaluma, including leaf blowers, edgers, weed whackers, and lawn mowers. (See attached) We asked at the time that you include this item on the agenda for the current year. However, you decided not to consider this matter. In this statement, we kindly request that you reconsider your earlier decision and place this matter on the Council's agenda for action.

Momentum for our request comes from the fact that Governor Newsom signed a bill that phases out the sale of all gas-powered lawn equipment in the state by 2024. In our view, this Bill needs to go further. We wish that both the sale and the use of gas-powered lawn equipment be banned.

Thus, we ask the City Council to ban the sale of all gas-powered lawn equipment by 2024 and the use of this equipment by a date set by the Council.

Our reason for writing again and for asking you to act on behalf of our goal is that the public's health is placed in danger by gas-powered small engines used for lawn care. For instance, the California Air Resources Board (CARB), says that operating a gas leaf blower for an hour leads to the emission of as much smog-based pollution as driving a Toyota Camry for 1100 miles. <https://www.washingtonpost.com/climate-solutions/2021/10/12/california-newsom-law-equipment-pollution/>

And, Margaret Renkl of the New York Times quotes one expert as saying that "hydrocarbon emissions from a half-hour of yard work with the two-stroke leaf blower are about the same as a 3,900-mile drive from Texas to Alaska in a Raptor [a heavy duty Ford truck]." <https://www.nytimes.com/2021/10/25/opinion/leaf-blowers-california-emissions.html>

We realize that moving in this direction poses severe challenges to those engaged in the transition, especially small businesses. That is why we urged the Council in our earlier letter to "set aside some funds to help businesses (not individual homeowners or renters) transition to all electric landscaping tools (as specified in the first paragraph). The amount of money in this fund should be determined by discussion between the city staff and the Council, both of whom are responsible for maintaining an environment conducive to the health and welfare of all our citizens." We note that the legislation passed by Governor Newsom to ban the sale of these lawn tools comes with 30 million dollars to help with the transition. We assume that by demonstrating leadership on this issue, the City of Petaluma could tap some of these funds.

Further, we think strong support for this proposal will help Cool Cities achieve its goal of zero carbon emissions by 2030. In our view, without a major program of the sort discussed here, it will be very difficult, if not impossible, for Cool Cities to meet this very important public health goal.

Finally, we understand that the city is now being considered for inclusion in the program known as Blue Zones. This is a very successful program designed to enhance the health prospects of all citizens in the cities within which it works. We hope that Blue Zones chooses to come to our city in Fall, 2022, and we believe that banning gas-powered small engines would incentivize it to do so.

Thank you for your attention to our request.



Date: April 14, 2024

To: Petaluma City Clerk, Mayor McDonnell, Vice Mayor Shribbs, and Council Members Barnacle, Cader Thompson, Healy, Nau, and Pocekay

From: Bill Rinehart

Re: 4/15/24 Agenda Item 5 – City Goals and Priorities Workplan Update

Dear Mr. Mayor and Council Members,

It was nice to see so many of you at the History Week Kick-off on Saturday! What a great celebration of Petaluma's History, and also a reminder that our town's historic integrity and character contribute so much to our economic vitality and community identity.

As you know, our dilapidating riverfront trestle represents a huge opportunity to expand on this unique quality of our town. When the Goals and Priorities process was initially adopted by the City Manager and Council, the trestle's rehabilitation received more votes of support, and related to more of the 250+ underlying goals and objectives than any other. So, it is alarming to find there is no mention of it in the staff summary or any of the progress reports.

It is understandable that the significance of the trestle gets overlooked, and continues to languish. Given its perceived complication, so many other priorities, and recent staffing challenges. Yet its potential is undeniably far greater than any other project. As an economic catalyst to increase the attraction of our downtown and overall civic pride, and also as a community hub, that unifies our historic downtown with our heritage as a river town.

This trestle served as the backbone infrastructure that enabled our region's industries to connect with the entire world and flourish. It is likely that no single structure contributed more to the economic prosperity of Petaluma and Sonoma County. Transforming it from its embarrassing state of neglect into a lively and attractive waterfront promenade can be your legacy. Please make it happen!

Best wishes, and thanks for your hard work and service!

Bill Rinehart

**From:** [Deborah Garber](#)  
**To:** [-- City Clerk](#)  
**Subject:** Ban on gas-powered leaf blowers  
**Date:** Thursday, April 11, 2024 9:27:23 AM

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Dear Council members,

Given the City of Petaluma's stated intention of achieving meaningful climate goals, I strongly urge you to make the crafting of a leaf blower ordinance one of your top priorities. Gas-powered leaf blowers are both highly polluting and notoriously noisy. Many other cities in our area have already instituted bans on the devices; we can do this too. Thank you for giving this matter the urgent attention it deserves.

Regards,

Deborah Garber  
Petaluma, CA

**From:** [Gail Steiner](#)  
**To:** -- City Clerk  
**Subject:** gas leaf blowers  
**Date:** Thursday, April 11, 2024 8:14:06 PM

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Dear City Clerk,

It's my understanding that City Council will be prioritizing their projects for the next year at Monday's meeting. I care about the environment and appreciate the city's commitment to reduce harmful emissions. I'm part of a group that has done a lot of research and work around the issue of gas leaf blowers - we have submitted several proposals to the Council to ban not only the sale (in accordance with new California law) but also the use of gas leaf blowers. Similar bans have already taken place in other Bay Area municipalities including, most recently, Lafayette. I urge the Council to make this a priority in Petaluma.

Sincerely,  
Gail Steiner  
Petaluma

Sent from my iPad



**From:** [Stephanie Picard Bowen](#)  
**To:** [Kevin McDonnell](#); [John Shribbs](#); [Janice Cader-Thompson](#); [Barnacle, Brian](#); [Mike Healy](#); [Dennis Pocekay](#); [Karen Nau](#); [Peggy Flynn](#)  
**Cc:** [Jen Klose](#); [Calum Weeks](#); -- City Clerk  
**Subject:** Agenda Item 5: Proposal for the Right Size Impact Fee Policy  
**Date:** Friday, April 12, 2024 4:31:28 PM  
**Attachments:** [NorthBayNEXT\\_logo \(1\).png](#)

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Some people who received this message don't often get email from [stephanie@generationhousing.org](mailto:stephanie@generationhousing.org). [Learn why this is important](#)

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Dear Mayor McDonnell, Councilmembers, and City Manager Flynn:

Since September 2023, Generation Housing has been advocating for local adoption of housing impact fee reform across Sonoma County jurisdictions — while acknowledging that the City of Petaluma has been a leader on fee reform in Sonoma County having already implemented a \$0 Rate program for 80% AMI and below. We recognize that the City's strong investment on this issue has positive County wide impacts, as the housing crisis does not begin and end with jurisdictional boundaries.

Consistent with our commitment to working in partnership and in time for your Updated Goals and Priorities Work Plan, Generation Housing is seeking adoption of an updated impact fee reform approach that would expand incentivization efforts to include 80%-120% AMI as well as affordable-by-design units.

Generation Housing's Right Size Impact Fee policy is a comprehensive, budget-protective approach to fee reform that rises to meet the economic moment and the increasing breadth and severity of Sonoma County's housing crisis, which you can read in more detail in the attached letter.

As always, thank you for your time and consideration, and your service to the communities of Sonoma County.

Stephanie Picard Bowen | Deputy Director

(she/hers)

**Generation Housing**

427 Mendocino Ave, Suite 100 | Santa Rosa, CA 95401



**Did you [read our open letter to the elected leaders of Sonoma County?](#)**  
**Your voice has never been more important - [sign the petition today!](#)**

**From:** [Katherine J. Rinehart](#)  
**To:** [Kevin McDonnell](#); [John Shribbs](#); [Barnacle, Brian](#); [Mike Healy](#); [Karen Nau](#); [Dennis Pocekay](#); [Janice Cader-Thompson](#)  
**Cc:** [Peggy Flynn](#); [Gina Benedetti-Petnic](#); [Brian Cochran](#); [Patrick Carter](#); [Ingrid Alverde](#); -- City Clerk  
**Subject:** April 15, 2024 Public Comment Agenda Item #5 Updated Goals and Priorities Workplan for Fiscal Years 2024/25 and 2025/26  
**Date:** Sunday, April 14, 2024 7:26:22 PM

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Dear Mayor & Council Members:

I am pleased that the trestle rehabilitation is listed as a priority in the five-year Capital Improvement Plan. Thank you. I look forward to learning more when you conduct the CIP and budget review in May.

Interested in learning more about the trestle's past and current history? Check out this article in June 2022.

<https://kjrinehart.com/2022/06/09/100-year-old-railroad-trestle-to-riverwalk/>

Sincerely,

Katherine J. Rinehart  
Historian

[REDACTED]

Petaluma, CA [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Mimi Reddick](#)  
**To:** [-- City Clerk](#)  
**Subject:** Public Comment  
**Date:** Friday, April 12, 2024 6:45:28 AM  
**Attachments:** [ATT00001.htm](#)  
[Feb. letter to City Council.pdf](#)  
[Proposed Language.pdf](#)  
[ATT00002.htm](#)

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Dear Petaluma City Council Members,

It has come to my attention that you will be revisiting - and hopefully revising- the Petaluma Parking Ordinance this coming Monday. Petaluma's City Streets are not public storage areas for residents' RVs, boats or campers. Storing these motorized and non motorized recreational vehicles on our city streets is not an appropriate use of public funds.

Last year, I had a meeting with neighbors in my area who also felt the same way. I also spoke in person to the City Council to urge you to update your parking ordinance. Below is the letter that I submitted to you with signatures from your constituents who also feel that the Petaluma's Parking Ordinance needs to be updated.

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**From:** [Steve DeLue](#)  
**To:** [-- City Clerk](#)  
**Subject:** Gas powered Leaf Blowers  
**Date:** Thursday, April 11, 2024 5:28:37 PM

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I urge the Council to give a very high priority to passing into law an ordinance to ban gas-powered leaf blowers in Petaluma. Here is why.

Surely, none of us wants gardeners to be sickened by the continuous intake into their lungs of the poisonous fumes from gas-powered leaf blowers, so let's end this situation now. A new Law, AB 1346 bans the sale of gas-powered leaf blowers. But, in addition, we ask that the use of gas powered lawn blowers be banned as well.

Some cities have passed ordinances designed to ban gas-powered leaf blowers, including, Belvedere, Berkeley, Beverly Hills, Carmel, Claremont, Los Altos, Los Gatos, Sonoma, San Anselmo and Santa Barbara.

Taking this action will work to ensure that our lawn professionals will not have to breathe in the polluted, poisonous air emitted by gas-powered leaf blowers.

And this is a major problem.

For instance: "It's astounding but true: Gas leaf blowers, generators, and lawnmowers emit more air pollutants statewide than California's 14 million cars," states Michael Shapiro in "Got the Leaf Blower Blues: You're Not The Only one", Sierra Magazine, The Magazine of the Sierra Club, September 26, 2022. <https://www.sierraclub.org/sierra/2022-3-fall/notes-here-there/got-leafblower-blues-youre-not-only-one>

Or. Margaret Renkl of the New York Times quotes an expert as saying that "hydrocarbon emissions from a half-hour of yard work with the two-stroke leaf blower are about the same as a 3900 drive from Texas to Alaska in a Rapor."(<https://www.nytimes.com.2021/10/25/opinion/leaf-blowers-california-emissions.html>)

To help Petaluma achieve this goal, we urge the City Council to consult with the California Air Resources Board which has authorized "\$27 million of voucher funds for the professional services operated by small businesses or sole proprietors."

We are at the point where we all know that if we do not act now to make significant reductions of carbon emissions, we will find ourselves mired in ever more serious climate emergencies, without any realistic way of extricating ourselves from them. Banning gas powered leaf blowers is surely the low hanging fruit that, once achieved, would lead us to do even more and better for our climate, as well as for all of our citizens.

Thank you for your consideration.

Steven M. DeLue, Petaluma



**From:**  
**To:**

Getting it Right from the Start

[blopez@ci.adelanto.ca.us](mailto:blopez@ci.adelanto.ca.us); [clerk@alamedaca.gov](mailto:clerk@alamedaca.gov); [ahsu@albanyca.org](mailto:ahsu@albanyca.org); [mbinning@cityofalturas.us](mailto:mbinning@cityofalturas.us); [tgeiffuss@cityofamericancanyon.org](mailto:tgeiffuss@cityofamericancanyon.org); [coa@angelscamp.gov](mailto:coa@angelscamp.gov); [cityclerk@antiochca.gov](mailto:cityclerk@antiochca.gov); [bdory@cityofarcata.org](mailto:bdory@cityofarcata.org); [jmatson@arroyogrande.org](mailto:jmatson@arroyogrande.org); [jalderete@cityofartesia.us](mailto:jalderete@cityofartesia.us); [cvela@arvin.org](mailto:cvela@arvin.org); [lchristensen@atascadero.org](mailto:lchristensen@atascadero.org); [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org); [cityinfo@atwater.org](mailto:cityinfo@atwater.org); [kbillings@atwater.org](mailto:kbillings@atwater.org); [csaenz@baldwinpark.com](mailto:csaenz@baldwinpark.com); [cpatton@banningca.gov](mailto:cpatton@banningca.gov); [emorgan@beaumontca.gov](mailto:emorgan@beaumontca.gov); 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Cc: [Jason Soroosh](#)

Subject: Reminder - Information Request: Cannabis Policies, Regulations and/or Processes in your Jurisdiction

Date: Wednesday, April 10, 2024 3:14:50 PM

Some people who received this message don't often get email from [gettingitright@phi.org](mailto:gettingitright@phi.org). [Learn why this is important](#)

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

Dear City/County Officials,

We are reaching out to you as part of the *Getting it Right from the Start* team, a project of the Public Health Institute. Since 2019, we have collected data on the local cannabis laws passed by each of California's 539 jurisdictions. Using this data, we have published several [papers](#) on California's local cannabis laws, and we annually publicly release a series of "[scorecards](#)" for every California jurisdiction that allows cannabis storefront or delivery-only retail sales. The scores are based on six public health and equity-focused categories that capture recommended policies to protect youth, reduce problem cannabis use, and promote social equity.

With the help of feedback from cities and counties, we strive to continually improve our methods to reflect local policies more accurately and comprehensively.

Today, we are reaching out for your help in identifying **any changes made** to your cannabis-related policies, regulations, or processes **during 2023**. Any information you can provide us

will help us ensure that your jurisdiction is accurately represented in our work.

Please address your response and any questions or feedback to Jason Soroosh, at [gettingitright@phi.org](mailto:gettingitright@phi.org). Please respond by **April 15th, 2024**.

If you are a jurisdiction that allows cannabis storefront or delivery-only retail sales, we will reach out to you again to review our draft 2024 Scorecard for your jurisdiction in the Fall before the public release of the final 2024 Scorecard.

You can learn more about our work, [best practices](#) by California jurisdictions, and access specific language to incorporate recommended practices into your local law from our [model local ordinances for retailing, marketing and taxation](#) by visiting our [webpage](#).

Please let us know if you have any questions, or if we can be of assistance to your jurisdiction.

*The Getting it Right from the Start team:*

Alisa A. Padon, PhD  
Research Director

Aurash J. Soroosh, RD, MSPH  
Policy Associate

Lynn Silver, MD, MPH, FAAP  
Director

Kiara Gonzalez Garcia  
Health Equity Program Manager

Getting it Right from the Start  
Public Health Institute  
2000 Center Street, #308  
Berkeley, CA 94607  
<https://gettingitrightfromthestart.org/>

**From:** [REDACTED]  
**To:** [-- City Clerk](#)  
**Subject:** For tonights City Meeting, regarding license plate tabs CVC5204  
**Date:** Monday, April 15, 2024 2:35:30 PM  
**Attachments:** [Tabs Letter 1.docx](#)

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

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I hope this explains why parking on the street in an illegal matter effects our community in multiple ways.

Respectfully,

JoAnne Cameron

April 12, 2024

Janice Cader Thompson,

I have called into to our local Police Department numerous times and continue to post on the City's Facebook page regarding the number of vehicles in this town with expired license plate tabs/stickers, CVC5204(a), parked in taxpayer funded spaces. California Vehicle Code 5204 is the vehicle code that states the vehicle must display proper tabs (stickers) confirming the registration fees have been paid to the State, and that the vehicle may be use our roads without penalty. After several calls to our Parking Officer and requesting to speak to his Sargent In-Charge I must thank Sgt. Spiller for bringing Senate Bill 1359 to my attention.

Sgt. Spiller advised a new subsection (e) was added to CVC5204 recently. With the information he provided I was able to investigate further as to why my frustrations were no longer being enforced in this town. However, this research added to my concerns as I believe our town leadership and/or the Police Department has misinterpreted the additional subsection (e) of California Vehicle Code (CVC) 5204. This new subsection "e" states that the officers will perform due diligence to confirm a Registration Application has not been submitted to the California Department of Vehicles. As a past Traffic Clerk with the Marin Courts I believe that our Police Officers have access to this information therefore I believe if the Officer has confirmed that DMV has mailed the tabs/stickers then they have also confirmed that Registration Application has been completed and no longer in a "submitted" status. Therefore, DMV has completed the submitted application with their action of mailing the tabs and we might not be using this new Vehicle Code subsection to the advantage of our community. Especially since the last action for ANY proper registration is for the vehicle owner to place the tabs/stickers on their license plates so I conclude that this confirms beyond a doubt that the vehicle should be cited. I did provide my interpretation of what VCV 5204e to Sgt. Spiller via voice mail a few weeks back and requested that Sgt. Spiller review this interpretation with the City Attorney and get back to me, but as of today I have not heard back from him. I left Sgt. Spiller a follow-up message on this matter today, as well.

I would like to share why, after calling this town home for 40 years why this is important to me, our town has always had a charming Downtown Area and many towns strive to have what we have. However, I have seen people's behavior change and they are taking advantage of our short staffing issues as well.

- 1.) Parking in taxpayer funded places should be enforced or why would I want to support leadership or the first responders in this town. By not enforcing the ordinances or vehicle codes on these vehicles then indirectly you are stating that you don't care if the rules are followed and are accepting the slippery slope this will lead to. Can license plate readers be added to the parking garages? Why can't these plate readers issue citations like they do when you cross a bridge without paying? Why can't someone write software code so that this type of vehicle code violations is issued directly by the DMV, saving the cities resources all around while generating revenue for the State?
- 2.) Allowing students, juvenile children, to park on school property with no enforcement tells new generations that leadership will make rules and not enforce them therefore confusing pubescent adolescents as to what rules, accountability, and consequences are which could take multiple generations to correct, if left in the manner of which we appear to be going. Also, why would I want to support the music, arts, sports, education staff with any bond measures or charity donations if parents and teachers aren't teaching community in the buildings, they're in? Please note I have pictures of two vehicles parked in marked "STAFF" spots at PHS with expired tabs and one student vehicle with an expired paper/temporary license plate with an expiration date of 3/13/22. Why does the Student Parking Permit require a parent signature? Seems odd since a juvenile cannot even obtain a Driver's License without parental permission and a School Permission Slip is needed for most things pertaining to a student/juvenile child? The schools stated they do not enforce the rules, even their own rules that they print on the paper they provided to obtain a Student Parking Permit. Their response to lack of enforcement was they no longer have a Police Resource Officer on-site and are short-staffed; and they did not accept my offer to volunteer and handle this subject at all the schools in our town when offered.

3.) The parking issues we are seeing on the street have come about for many reasons, people using garages for living space or personal/excessive storage, multiple generations living at home longer, additional income needed so room rentals on single-family homes are on the rise and will continue to rise, some residents store their luxury (boats/recreational) vehicles on the city streets longer than the three days allowed. All these things have contributed to the streets being lined with vehicles and this will cost the city by raising maintenance expenses over time, since our scheduled maintenance is blocked by these violators. I see the additional costs going up somewhat like this, the vehicles lining the street during our city street sweeping schedule does not allow for proper maintenance of the gutters that spill into our drainage system during storms and the "Avalanche Effect" from this will cause flooding in town, in addition to allowing more trash to flow into our waterways. We can correct this by adding Street Sweeping hours, which is done in many other cities with large populations, and tourist towns. This allows for additional income, from those that don't follow the rules, too. I have pictures of vehicles with weeds a foot high around them. If our Police Officers are showing such a lack of observance in our town that seasonal weeds are a foot high around a covered vehicle on the street it sure lets criminals know where to start; especially with stores and cannabis shops closing in the major cities around us. I expect this type of crime wave to start sooner than later.

4.) These added vehicles also allow more places for criminals to hide, making our law enforcement job more stressful and harder than necessary, caused solely by those residents breaking the rules. Growing up we were taught not to walk by vans and today we are seeing an increase in vans/REC vehicles with people living more nomadic lives, with remote working, than they ever have before. By not enforcing these vehicle codes, city ordinances and educating the residents we could see an increase in abductions along with theft since residents have given criminals so many new places to hide. Who wants to apologize for a child abduction that occurred behind a luxury vehicle parked in front of their house? With the Polly Klass Offices in our town our city leadership has an outlet to rally the townspeople around using their garage for vehicles. How many storage unit building permits has



the city approved recently? If we enforce these codes on file, the Fire Department job is less stressful, and our local city insurance may reduce as we'll; since we'll be able to show we are not a hoarding community nor use our garages as living space. How many people using their garage for storage and parking on the street are also complaining about homeless parking on the street? We cannot be a community that wants the homeless to move to but accept our neighbor's luxury entitlement too.

- 5.) Passing the business hauling/junk trailers left by several businesses on our street corners by schools or close to crosswalks not being enforced when left parked over three days is a slap in the face to our community residents. We should be able to travel through this town without additional items causing unsafe intersections because someone earning a profit without paying for advertising is flagrantly abusing our ordinances and vehicle codes, I was under the impression that this is what Protect & Serve meant.

In the past the community lived within their own walls with very few vehicles on the street as we weren't accustomed to advertising our personal taste/wealth out in front of one's home. Let's face it if you have two \$70,000 cars parked on the street and an REC van with a boat in the driveway, we must assume there are lots of other tangible assets worth stealing inside. Therefore, with community residence buy-in we should see less crime as the "bling" would once again be between their own walls. There is a reason the ordinances and vehicle codes were written and as I recall this was part of the reason, as it allowed the city to maintain a lower crime rate, cleaner city, cleaner California and cleaner ocean as we are connected to all of these and wanted a better world for future generations. Do we still want a better world for future generations? Are we wanting the community to participate in a better world for future generations?

By watching this new community behavior, and the growing entitlement in this arena, it does not make me want to be part of the community that

wants to vote for expensive sports fields even when the case is it will keep crime down because the children have something to do when they are getting to the fields in vehicles with expired license plate tabs. This little license tab says to your community that you are financially contributing to infrastructure, which so many in our town gripe about, in addition it says your vehicle is healthy and not contributing to climate issues or unhealthy air pollution since parents want a better world for their future namesake. I have personally photographed seven to ten vehicles at the Farmer's Market, on Tuesday, at the Community Center with expired license plate tabs. To know someone is driving these vehicles to purchase organic produce without consequences is absurd, especially since they are in one location and quickly handled our local authorities certainly, does not make we want to shop if there's a chance, I'm supporting the poor behavior of an employee/owner; so there's a sales tax lose and store/vendor revenue loss as well.

In addition to the CVC 5204(a) the vehicles that are so blatant by leaving a paper license plate on the vehicle could be charged under CVC 5200 as the DMV book clearly states that under this code not having the license plate sent to owner placed on the vehicle is clearly a violation with severer penalties, such as misdemeanor or felony options. The vehicle registration fees collected are also linked to the CHP Budget therefore by not confirming vehicles have paid we are possibly contributing to less officers on the force in the future, as they will suffer budget cuts caused by our own lack of action.

Basically, I'm waiting for Sgt. Spiller, the city attorney, and our city leadership to realize these ordinances and vehicles codes are there to help keep the city together, as a community. I am looking forward to seeing what new information Sgt. Spiller was able to obtain after taking my interpretation and work experience to the city attorney for further review. As of today, I have not heard back from Sgt. Spiller but I left him a follow-up message again today. Please note all these calls to our schools, Police Department and City Offices also use revenue resources, in time, so not answering these concerns will further deplete funds since you will be

forcing additional communications; I'm really hoping that one didn't take a job that they didn't want to work at because the question isn't one, they want to answer.

Respectfully,

JoAnne Cameron

cc: Sgt. Spiller, Petaluma Police Department  
Gavin Newson, State of California Governor  
Steve Gordon, Director of the Department of Motor Vehicles

**From:** [susan kirks](#)  
**To:** [-- City Clerk](#)  
**Subject:** Public Comment - Agenda Items 5 April 15  
**Date:** Monday, April 15, 2024 4:00:23 PM

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

For Mayor and Members of the City Council,

The property title for the Paula Lane open space land, in the Oak Hill voting district, needs to be transferred to a new entity, relieving the City of responsibility and liability.

All background work, including draft agreements, suggested terms, interfaces with the Matching Grant Agreement and Conservation Easement, the property fund, habitat restoration and project restoration are prepared and waiting.

Volunteers, service providers and community members without political or other motives are all awaiting the opportunity to serve the greater community and bring conservation expertise back to the open space land, for the Paula Lane Nature Preserve, PLAN's project.

The City has never been equipped or intended to be involved at this specialized conservation property.

We would like for the City of Petaluma to explore conveying the Paula Lane property title to the Petaluma City Schools District. The expertise to help the District consider this is available to the District.

Hopefully, one elected officials will see the wisdom in this, especially for the harmed wildlife and destroyed habitat, and support this request.

Susan Kirks  
Paula Lane Action Network & Madrone Audubon