

Kendall Sawyer

Subject: FW: CC Workshop 03-13, Goals and Priorities 2023 - ReLeaf & Urban Chat
Attachments: Priorities Green New Deal FY 2023 .pdf; 2023 Urban Chat Goals for City.pdf

From: Veronica Olsen

Sent: Monday, March 13, 2023 4:08 PM

To: -- City Clerk <CityClerk@cityofpetaluma.org>; Kendall Sawyer <ksawyer@cityofpetaluma.org>; McDonnell, Kevin <kmcdonnell@cityofpetaluma.org>; Barnacle, Brian <bbarnacle@cityofpetaluma.org>; Cader-Thompson, Janice <jcaderthompson@cityofpetaluma.org>; Healy, Mike <mhealy@cityofpetaluma.org>; Karen Nau <knau@cityofpetaluma.org>; Pocekay, Dennis <dpocekay@cityofpetaluma.org>; Shribbs, John <jshribbs@cityofpetaluma.org>

Subject: CC Workshop 03-13, Goals and Priorities 2023 - ReLeaf & Urban Chat

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Dear City Council,

ReLeaf's "Rebuild Green 2023" Summary

I am writing to underscore the urgency of all the priorities outlined in the letter from ReLeaf Petaluma. Most importantly, the opportunity to secure federal funding has never been more significant. The time is now to set up a multi-sector team, including non-profit partners, to submit applications due in 2023.

Urban Chat Letter

I concur with the priorities listed in the letter submitted by Dave Alden.

Petaluma urgently needs updated design standards budgeted and assigned to ensure the community's vision (Climate Emergency Framework, General Plan Vision, and AIA SDAT Report) gets baked into the built environment.

-Objective Design Standards - an open, public process with a plan and a timeline.

-Update street design and construction standards to fit into the General Plan Vision, the AIA SDAT "Green Ribbons," and ReLeaf's Rebuild Green.

Best,

Veronica

Date: March 13, 2023

Memorandum To: Mayor and City Council of Petaluma

From: Releaf Petaluma, submitted by Wendy Jacobs, Chair



Re: Priority Setting. **ReLeaf Petaluma Calls for “Rebuild Green” as Top Priority for 2023-2024**

The City has adopted a **Climate Action Framework**. ReLeaf Petaluma is grateful for our opportunities to work with the city and with schools on planting 748 big trees on public lands in the past year to help our climate goals and quality of life. ReLeaf knows there are innumerable public servants among the city’s employees, at all levels, who are devoted to the concept of climate action yet constrained by a multitude of other priorities and in some places, chronic understaffing. ReLeaf recommends a priority of overwhelming significance for 2023 **for prompt, effective action on climate, environmental justice, public health, and biodiversity.**

ReLeaf urges the city to adopt the our priority this year because: 1. fast changing climate will continue to stress our population and economy in unpredictable ways and 2. once-in-a-generation federal infrastructure funding is coming and it will be negligence to fail to transform our city’s climate readiness with these funds. There is no time to wait for the completion of the General Plan or for next year’s Priorities setting. We advise the City needs to boldly bump this onto the list, reprioritize other activities, and invest the extra energy and attention now, or else the opportunity to implement major, necessary changes will pass us by. ReLeaf suggests allowing for two assumptions: meaningful participation and assistance from the city’s non-governmental organizations and plentiful but time sensitive funding opportunities thanks to climate and infrastructure funds that must be spent fairly rapidly. ReLeaf hopes that together, Public Works and Climate Action will rise to the leadership called for by this extraordinary occasion.

RELEAF RECOMMENDED PRIORITY: REBUILD GREEN. Planning and applying for funding for updating the City’s Aging Gray Infrastructure using federal infrastructure funds. While the federal funds may be spent over a ten year period, the concepts and applications must be completed this year for the bulk of the available money, apparently sometime this fall. Establish a public-private task force reporting to the Director of Public Works, with a dotted line to the Climate Action Manager, to develop strategic and concept plans, and grant applications to achieve major climate action goals in the form of expensive but highly beneficial green infrastructure retrofits. Recommended components:

1. Fix Petaluma’s Central Heat/Pollution Island:

a.)Begin planning for redoing **E. Washington Blvd and Lakeville Highway** to disrupt the serious heat island effect of those corridors with green infrastructure streetscaping (that cools, mitigates stormwater run-off, and welcomes pedestrians and bicyclists instead of just cars). These should be shade tree-lined corridors with welcoming, protected bike lanes and safe, buffered pedestrian sidewalks. Incentives should be developed and funded with the grant money for private parking lots to encourage pedestrian safety and buffering, bioswales and shade trees. In 2023: Apply for federal infrastructure money to do this work.

b.)Prioritize planning and implementation for the 5th Street Greenway to help disrupt the serious heat island effect of central Petaluma with **residential green infrastructure streetscaping**, in order to serve as a model and template for any residential street in the heat island whose

residents mostly favor a similar implementation. In 2023: Apply for federal infrastructure money for the community outreach and education, and greening of a dozen or more streets in the heat island.

c.) Plan for and apply for funding for purple pipe extension for irrigation to all City Schools, Parks, and other Public Lands such as Right-of-Ways in the **101 Corridor**, and for planting of plentiful **shade trees with removal of excess concrete** for cooling, cleansing, stormwater mitigation and carbon sequestration. *(Carryover from 2022.)*

d.) Plan for and apply for funding for restoration of shade tree planting along Highway 101 to address the removal of nearly 1,000 redwood trees. ReLeaf Petaluma is already working on this concept which should be included for funding.

2. **Reduce unnecessary GreenHouse Gas (GHG) emissions in our Parks and Public Lands:**

Collaborate with the Director of Recreation and Parks to create a plan, beginning with a 2023 pilot program, for **no-mow zones in parks**, such as along creek sides, to reduce greenhouse gas emissions from the industrial scale mowing currently underway in our parks, and to encourage biodiversity along our creeks. (See Westridge Park as an example.) The plan would provide education for the public about the reasons, such as interpretive signage, and transition the maintenance roles from mowing to buffer maintenance. Infrastructure funds could provide for a consultant, temporary staffing, and new equipment for a rapid but thoughtful transition.

3. Create a concept and apply for funding for a **scenic, environmental river corridor amenity** with naturalized buffer zones and maximum protections for the river. This also protects property, economy, and public health as part of our green stormwater infrastructure. We need to extend and protect buffer zones from the North River Corridor area through the entire city to its southern boundaries. *(Carryover from 2022, amended 2023.)*

CARRY OVER FROM LAST YEAR: Please be sure to renew this effort to completion. This could be made a part of the **Rebuild Green** priority or could remain separate but should be wrapped up on schedule.

1. Complete the drafting and supervise the adoption and implementation of a **new Tree Ordinance**, *necessary to protect and conserve valuable existing public and private trees in Petaluma. (Selected for 2022, but not yet completed.)*

As part of this action item, establish an **urban forestry department** consisting of an arborist/urban forester and two assistants, in order to

- *properly implement the new Tree Ordinance,*
 - *preserve existing public trees and address an extensive backlog of maintenance needs,*
 - *implement the urban forest management program which has approved grant funding* awaiting an assessment and blueprint study but no start date,*
 - *guide the expansion of Petaluma's urban forest and preserve the trees planted to date.*
- (Carryover from 2022, amended 2023.)*

City of Petaluma Goal Setting March 2023

Petaluma Urban Chat Proposals (Finalized March 13)

| | Affordable this year with limited or no budget adjustments | More time or more significant budget adjustments needed, so more achievable in years two through five | Fiscally impossible today, but nonetheless crucial for climate action and long-term future of town |
|---------------------|--|---|--|
| General Plan | <i>Complete drafting of General Plan with the Urban Chat goals, including the fiscal achievability expectations</i> | <i>Adopt General Plan</i> | |
| | <i>Integrate the conclusions in the AIA SDAT on 15-minute neighborhoods and updated street standards into the General Plan.</i> | | |
| | <i>Integrate the concept of "up not out", encouraging increased use of the urban and neighborhoods cores while protecting existing open spaces</i> | | |
| | <i>Integrate the concept of increased use of downtown alleys</i> | | |
| Zoning | <i>Begin updating of IZO and SmartCode to conform to General Plan</i> | <i>Adopt updated IZO and SmartCode</i> | |
| | | <i>Expand Central Petaluma Specific Plan to incorporate at least E. Washington and Petaluma Boulevard South</i> | |
| | <i>Complete and adopt Objective Design Standards</i> | | |

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| Car Dependency | <i>Adopt parking maximums</i> | <i>Reassess parking maximums for possible reductions</i> | |
| | <i>Develop plan for parking management downtown and in other neighborhoods as may be identified</i> | <i>Implementation parking management plans</i> | |
| | <i>Implement policy to design every new or maintained street for a speed limit reduction of at least 5 mph</i> | <i>Narrow streets where practicable</i> | <i>Have arterial speed limits at no more than 30 mph and no other streets above 20 mph</i> |
| | <i>Identify streets for which speed limits should be less than 25 mph</i> | | |
| | <i>For arterials, identify an order for road diet conversions as traffic volumes diminish</i> | | <i>Have no arterials with more than three lanes</i> |
| | <i>Adopt a VMT mitigation policy and eschew the use of "overriding considerations"</i> | | |

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| Transit | <i>Increase fixed route ridership by 20 percent</i> | <i>Increase fixed route ridership by 100 percent</i> | <i>Have a transit stop with 15-minute headways for 18 hours per day within a five-minute walk of 85 percent of all homes</i> |
| | <i>Plan for a downtown shuttle service funded by downtown parking management</i> | <i>Implement downtown shuttle service</i> | |
| | <i>Establish a 30-year plan of most efficiently served routes to help direct land-use pattern</i> | | <i>Assure that transit is affordable to all for all tasks of daily life</i> |
| | <i>Develop a plan for Station Area to facilitate shared use by transit, bicyclists, pedestrians, and TOD parking</i> | | |
| | <i>In zoning changes, change site plan criteria such that transit riders aren't disadvantaged compared to car passengers.</i> | | |

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| Bicycling | <i>Finalize Bike-Ped Master Plan and begin implementation</i> | <i>Continue implementation of Bike-Ped Master Plan</i> | |
| | <i>Develop plan for bike parking consistent with 20 percent bike mode split and appropriate security</i> | <i>Implement bike parking plan</i> | |
| Walking | <i>Finalize Bike-Ped Master Plan and begin implementation</i> | <i>Continue implementation of Bike-Ped Master Plan</i> | |
| | <i>Develop plan for maintenance of all sidewalks</i> | <i>Implement plan for maintenance of all sidewalks</i> | |
| | <i>Recognize that bicyclists and pedestrians have different infrastructure needs</i> | | |
| | <i>For pedestrians originating at SMART, conceive routes that aren't street-adjacent sidewalks along arterials</i> | | <i>Implement pedestrian plan</i> |
| Public Amenities (Restrooms) | <i>Develop a plan for having clean restrooms always available in places where the public gathers on foot, e.g. downtown, parks, and transit centers.</i> | <i>Implement the restroom plan</i> | |

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|---|---|---|---|
| Housing | <i>Begin the IZO and SmartCode revisions to align with the pending General Plan and to encourage more homes in most convenient bikable/walkable/transit locations</i> | <i>Finalize IZO and SmartCode revisions</i> | <i>Achieve RHNA goals</i> |
| | | | <i>Develop policies to reduce commuting by facilitating employees with Petaluma jobs living in Petaluma</i> |
| Urban Forestry | <i>Update the Tree Ordinance and Master Plan</i> | | |
| | <i>Develop a plan to return street frontage trees in all practical locations</i> | <i>Begin implementing street tree plan</i> | |
| Climate Action | <i>Implement every action listed above</i> | <i>Implement every action listed above</i> | <i>Reach carbon neutrality by 2030 and exceed carbon neutrality by 20 percent by 2035 (other goals here align with this goal)</i> |
| Climate Adaptation | <i>Develop a policy for existing and proposed land uses within possible area of sea level rise by 2100, including advising future residents and owners of limits of City responsibility</i> | <i>Implement policy</i> | |
| Municipal Financial Sustainability | <i>Above actions align with this goal</i> | <i>Above actions align with this goal</i> | <i>Ahh, there's the rub</i> |