DRAFT
BRISBANE PLANNING COMMISSION
Summary Minutes of December 1, 2015
Special Meeting

A. CALL TO ORDER

Chairperson Do called the meeting to order at 7:30 p.m.

B. ROLL CALL

Present: Commissioners Anderson, Munir, Parker, Vice Chairperson Reinhardt and Chairperson Do.
Absent: None.
Staff Present: Community Development Director Swiecki and Associate Planner Capasso.

C. ADOPTION OF AGENDA

The agenda was adopted by consensus.

D. NEW BUSINESS

1. **PUBLIC HEARING:** Brisbane Baylands Final Environmental Impact Report and related Planning Applications (Baylands Concept Plans, Brisbane Baylands Specific Plan, General Plan Amendment Case GP-01-06); **Community Group Presentations**; Universal Paragon Corporation, applicant; Owners: various; APN: various.

   Presentations by the following community groups:

   a. San Francisco Bay Area Renter's Federation

Leora Tanjuatco of the San Francisco Bay Area Renter's Federation gave the PowerPoint presentation. The presentation addressed concepts of sustainability, the jobs-housing imbalance in the Bay Area, and the negative health impacts borne by "mega commuters" who commute into the Bay Area from outside communities. She stated building new housing on the Baylands could help solve the local housing crisis and outlined various investments that could benefit the Brisbane community if the developer's plan moved forward, including employment for Brisbane residents and tax revenue.

   b. Candlestick Preservation Association

Brad Lee of the Candlestick Preservation Association gave the presentation and read from his written comments [attached to these minutes as an addendum].

On slide 11, Commissioner Anderson asked and Mr. Lee replied that the building east of Highway 101 labeled as "170'" was the proposed Executive Park development in San Francisco currently under construction. The 170' building height was taken from available planning documents from the City of San Francisco and was included in the slide because CEQA requires analysis of cumulative impacts of development in surrounding areas.

Commissioner Parker asked about the Recology buildings marked "60' " on slide 11. Mr. Lee said the building footprint shown there included the proposed renovation/expansion of the facility based on the most current information available. Mr. David Gadarian, architect, said he estimated the existing building height to be between 50-70 feet in height and they assumed the expanded facility would be of similar height. He said the lack of information available on the height of that building makes analysis very difficult.

Commissioner Parker asked if the 170 foot height of Executive Park shown on slide 11 was existing or proposed. Mr. Lee responded that he understood Executive Park was not 100% built, and the 170 foot height was taken from planning documents from the City of San Francisco. He said currently on the water, when windsurfers leave the shore there is a "hole" in the wind that makes it very difficult to get up to speed to windsurf. The "hole" from the Executive Park development today is very pronounced. He also noted the strong odor from Recology carried by the wind that impacts windsurfers.

Commissioner Parker asked how windsurfing impacts were analyzed in the Oyster Point development's EIR. Mr. Lee responded that he couldn't find any analysis of wind impacts in that EIR, though a ramp for recreational uses was built as part of that project. Despite the ramp, he said the site was not used by windsurfers any more.

c. Brisbane Family Fun Center

John Browning gave the presentation and read from his written comments [attached to these minutes as an addendum].

Commissioner Parker inquired about the typical size of a driving range. Mr. Browning responded approximately 25 acres.

Commissioner Anderson asked if daily average trip counts and parking demand had been analyzed for the proposal. Mr. Browning responded no. He indicated the area on slide 13 where a parking garage was shown.

Commissioner Parker asked how many acres were dedicated to the parking garage and solar in his proposal. Mr. Browning stated estimated 15 acres.

Commissioner Anderson asked if Mr. Browning had compared the solar generation of the proposal to its actual energy demand. Mr. Browning said no.

Commissioner Anderson asked how many acres the water park would be. Mr. Browning said about 8 acres, which would include mini-golf and other areas. He added he was not proposing a new land use alternative, but rather illustrating the types of recreational uses that could be developed in the space available based on what Brisbane residents would like. He noted with other existing uses such as the lumber yard relocated within the Baylands, there were even more opportunities for additional recreational activities such as a soccer stadium.

Commissioner Parker asked for more information on other driving ranges. Mr. Browning said there were two ranges in northwest San Francisco, and one range in China Basin that would soon be closed down as part of development in that area. The closest ranges in the Peninsula would be in Burlingame, Colma, and San Bruno.

Commissioner Parker asked what materials would be used for the driving range. Mr. Browning responded a combination of turf and mats would be used in a staggered pattern.

Commissioner Anderson asked how many parking spaces would be required. Mr. Browning said approximately 200 parking spaces per acre, with 2-3 levels screened by trees. Commissioner Anderson asked how long patrons would be anticipated to stay at the center. Mr. Browning replied 2-3 hours per family would be reasonable, and noted the lack of family activity centers in the area. He noted many jobs would be generated by the use.

Commissioner Parker asked how many customers per week visited Mr. Browning's other facilities. Mr. Browning responded in the late 1980's the facility on Sneath Lane in San Bruno was the second highest grossing driving range in the U.S. and was highly rated by industry magazines and it continues to do well. His proposal includes many other activities other than a driving range and would have a regional draw.

Commissioner Munir asked if he had presented the idea to Universal Paragon, Inc. Mr. Browning responded no, UPC did not see the proposal prior to tonight's hearing as they wanted to wait until the EIR process was done. Commissioner Munir said more detail was required in a specific plan.

Commissioner Reinhardt asked how long it would take to build this type of recreation area and what its lifespan would be. Mr. Browning said he couldn't address the lifespan of the water park, but generally about 30 years. He said construction of the driving range would be about 6 months. It would be an ongoing project and would require Title 27 closure and capping to be completed before construction.

Chairperson Do invited comment from the public.

Barbara Ebel asked where the water would come from for the water park. Mr. Browning said the proposal would require very little irrigation and the water park itself would require new water initially but would recirculate and treat the water over time.

Chairperson Do thanked the organizations for their presentations. She noted the Commission received a letter from Brisbane resident Marja-Leena Neiminen supporting the CREBL alternative.

Commissioner Parked moved and Commissioner Anderson seconded to continue the public hearing to the December 10, 2015 meeting. The motion carried 5-0.

E. CONSENT CALENDAR

Please Note: Items listed here as Consent Calendar Items are considered routine and will be acted upon collectively by one motion adopting the Planning Department's recommendation unless a member of the public, the Commission, or its staff asks to remove an item to discuss it. Prior to the motion, the Chairperson will ask if anyone wishes to remove an item from the Consent Calendar.

1. APPROVAL OF DRAFT ACTION MINUTES
   i. October 8, 2015 regular meeting
   ii. October 13, 2015 special meeting
   iii. October 22, 2015 regular meeting

Commissioner Anderson noted he had multiple corrections to all sets of the draft minutes. It was the consensus of the Commission to continue the minutes to the next scheduled meeting in order for staff to incorporate the suggested edits.

F. ORAL COMMUNICATIONS (limit to a total of 15 minutes)

Steve Mobia, Brisbane resident, said he had considered the Baylands development proposal by UPC and found it to be indistinctive from development seen in other Peninsula cities and not reflective of the special nature of the Baylands. He agreed with Mr. Browning that there were not many recreational options for families today, and said there were no real tourist attractions in the Peninsula. He suggested merging the family entertainment center idea with entertaining and educational exhibits and rides sponsored by Silicon Valley tech companies. He said there was a large maker movement in the area and the San Mateo Maker fair draws almost 90,000 visitors annually. He suggested adding exhibition halls for temporary exhibits for makers to display their inventions. He personally preferred park and open space on the Baylands, but if it had to be developed he doesn't want to see that special area used for mediocre development.

G. WRITTEN COMMUNICATIONS

Chairperson Do acknowledged written communications received that were not on the agenda.

H. ITEMS INITIATED BY STAFF

None.

I. ITEMS INITIATED BY THE COMMISSION

1. Subcommittee Updates

None.

Commissioner Munir told the Commission about a serious injury accident between a car and pedestrian at the hairpin turn at Glen Park Way and Humboldt Road. He asked city staff to address the safety of that intersection to prevent future accidents.

Chris De Monterey stated he witnessed the accident and suggested a short-term solution of installing large signs reading "5 MPH" to slow traffic approaching the turn from Humboldt Road and Glen Park Way, and/or speed bumps.

J. ADJOURNMENT to the Regular Meeting of December 10, 2015 at **6:30 p.m**. **NOTE SPECIAL START TIME**

Commissioner Anderson moved and Commissioner Munir seconded to adjourn to the regular meeting of December 10, 2015 at 6:30 p.m. The motion carried 5-0 and the meeting adjourned at 9:33 p.m.

Attest:

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John A. Swiecki, Community Development Director

NOTE: A full video record of this meeting can be found on DVD at City Hall and the City's website at www.brisbaneca.org.

PUBLIC COMMENTS

To: City of Brisbane Planning Commission and City Council

From: Candlestick Preservation Association

Subject: Findings of EnviroComp Consulting, Inc. on Baylands EIR section 4.M

Date: Tuesday, December 1, 2015

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1 Introduction

On October 29th you heard from many windsurfers. They passionately described the importance of and threat to the unique and valuable resource adjacent to the Baylands. This evening I will follow-up with a technical discussion. I will demonstrate how a significant portion of the Baylands EIR relating to this resource is flawed and should not be certified under CEQA requirements. I will rely on a recently completed audit prepared by EnviroComp Consulting. EnviroComp is a consulting firm specializing in meterological and atmospheric science and analysis.

They have audited section 4.M of the EIR and supporting documents and have found the research underlying this section does not meet critical industry standards. These standards are required by CEQA to ensure evidence is "scientific and factual" where feasible. The services contract between Brisbane and the EIR consultant also requires these standards. Yet in EnviroComp's words, "current studies are highly uncertain and incomplete

and the results are not trustworthy."

I will conclude by requesting the EIR be brought in-line with CEQA requirements prior to certification or that subsequent project-specific EIRs be required.

2 EIR section background

EIR section 4.M deals with impacts on recreational resources. For the EIR, a model of the project site and proposed development was analyzed with a wind tunnel experiment. Conclusions were drawn that the adjacent windsurfing resource would not be "substantially degraded" under any proposed circumstance.

This was one of the few EIR sections where primary research and experimentation was conducted by the EIR consultant and not by an independent third party specialist. To verify this research met industry and CEQA standards, an independent professional consulting firm was commissioned by the public to conduct an audit.

Figure 1: The practical sailing area begins at the launch located at the upper right-hand corner in this view and extends to a range that includes the safest conditions located nearest Highway 101 and away from the highway on days when the wind is more Westerly.

Figure 2: On light-wind days, the wind only comes over a smaller portion of the area closest to Highway 101 and most impacted by upwind development.

3 CEQA standards background

I will first review CEQA requirements for impact evidence.

1. Significant impact determinations must be based to the extent possible on scientific and factual data.

2. Speculation and unsubstantiated opinion shall not constitute substantial evidence.

3. Decisions about significant effects shall be based on substantial evidence in the record of the lead agency.

4 Facts vs opinion

Now I will describe the concept of professional standard of care, which distinguish professional work from that of lay practitioners.

Standard of care refers to practices upheld in accordance with what is widely accepted as proper by a responsible body of professionals skilled in the current state of a particular art.

In other words – modern industry standards.

Professional work done below these standards may be subject to liability for negligence.

Every state regulates professional engineering and requires such standards in all public works.

These standards are often published. For example, the National Institute of Standards and Technology technical note 1655 entitled "Toward a Standard on the Wind Tunnel Method" prescribes requirements for accurate, reproducible, validated, and reliable estimations when conducting a wind tunnel experiment. They state that serious errors can result from improperly run wind tunnel experiments.

In the EIR services contract, standard of care is explicit: "the consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances, and regulations in connection with the performance of its services."

If research for the EIR was conducted below standard industry practices, then there would necessarily be serious question about whether the results are reliable and trustworthy and whether they are "scientific and factual" as required by CEQA.

5 EnviroComp Consulting

The audit was prepared by Dr. Paolo Zannetti who is a Qualified Environmental Professional as certified by the Institute of Professional Environmental Practice. He is also the president of EnviroComp and Professor of Environmental Sciences at the Wessex Institute of Technology. Dr. Zannetti has performed studies and scientific research in environmental sciences for four decades. His activities have covered pure research in the fields of atmospheric sciences and numerical modeling, written publications, seminars and courses, project management, environmental consulting, editorial productions, and expert testimony. He has written more than 300 publications, and 40+ books and book chapters, including the book "Air Pollution Modeling," completed in 1990, which was the first comprehensive book in the field and is still today a widely used textbook. A 4-volume, multi-author, revised and expanded edition of this book has been published during the period 2003-2010 under Dr. Zannetti's direction and chief editorial management. This 4-volume edition includes a chapter on wind tunnel modeling. In addition to his academic and scientific achievements, Dr. Zannetti has worked on several litigation projects and provided testimony at depositions and trials in more than 35 cases.

Dr. Zannetti was assisted by Dr. Frank Freedman, who is a senior scientist at EnviroComp Consulting and adjunct professor at the Department of Meteorology and Climate Sciences at San Jose State University. Dr. Freedman specializes in air pollution and atmospheric boundary layers, the study of the earth's lowest kilometer. His PhD work at Stanford University involved turbulence modeling, utilizing computational and wind tunnel data in his analyses. He has worked on several academic and applied consulting projects related to air pollution, surface layer wind flow, and turbulence, with emphasis on computational modeling. He has taught courses in these areas at San Jose State since 2005. Dr. Freedman received his Certified Consulting Meteorologist certification in 2010.

EnviroComp Consulting, Inc. is located in Fremont and has specialized in atmospheric sciences since 2001.

6 Findings of audit with respect to industry standard practices

I will now paraphrase EnviroComp's findings regarding standard of care:

6.1 The only scientific tool used for analyzing wind-related impacts in the EIR was a wind tunnel.

Empirical formulas and computer models are regularly used in the vast literature studying building-wind interaction. That the EIR makes use of none of these other means of studying this issue, especially given the project complexity, is surprising and does not comply with standard analysis practice.

Computer modeling is a standard tool for studying wind patterns in a hypothetical setting. Without a computer model, results are highly questionable. Several models should have been used in this project to simulate the wind flow in a complex terrain and validate the findings of a wind tunnel model. These include the EPA-recommended MM5 and WRF models and industry standard Computational Fluid Dynamics packages such as FLUENT and OpenFOAM.

Especially in this case, given the complexity of the flow patterns in the area, the complex upwind topology, and the large area to be modeled, computer modeling is indispensable. This is because with a computer model, one can simulate the wind pattern applying realworld wind flow speeds, terrain, and building heights. Rather, with the wind tunnel, because the limits of its physical size, buildings and the surrounding terrain cannot be adaquately accounted.

Application of scaling factors (the "R-values" used by the EIR consultant) become necessary to translate smaller wind tunnel speeds to higher real-world speeds. While the use of such scaling factors is applicable for simple, theoretical flows, scaling factors are highly

uncertain for the complex flow situation we are dealing with in this EIR.

NOTE: Comprehensive topographic data files for computer modeling are readily available from government surveys and other sources.

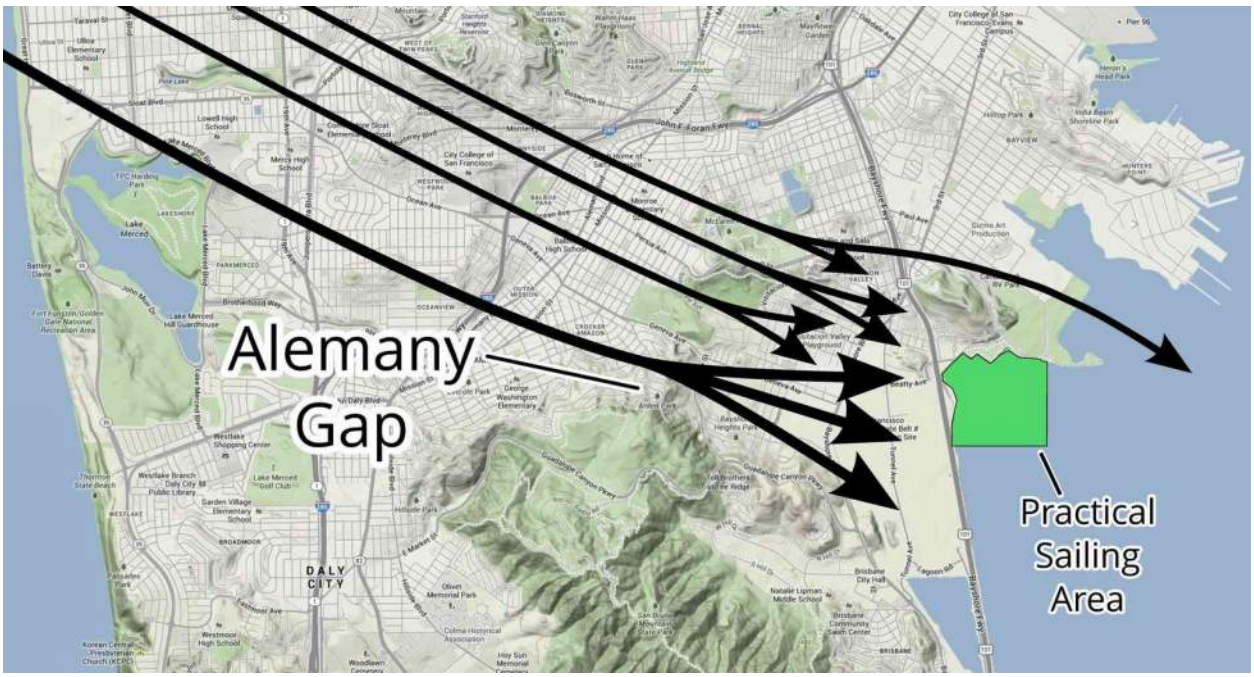

Figure 3: The complexity of the upwind terrain and the importance of modeling a large upwind expanse is shown. Wind tunnel modeling is not amenable to such complexity and scale.

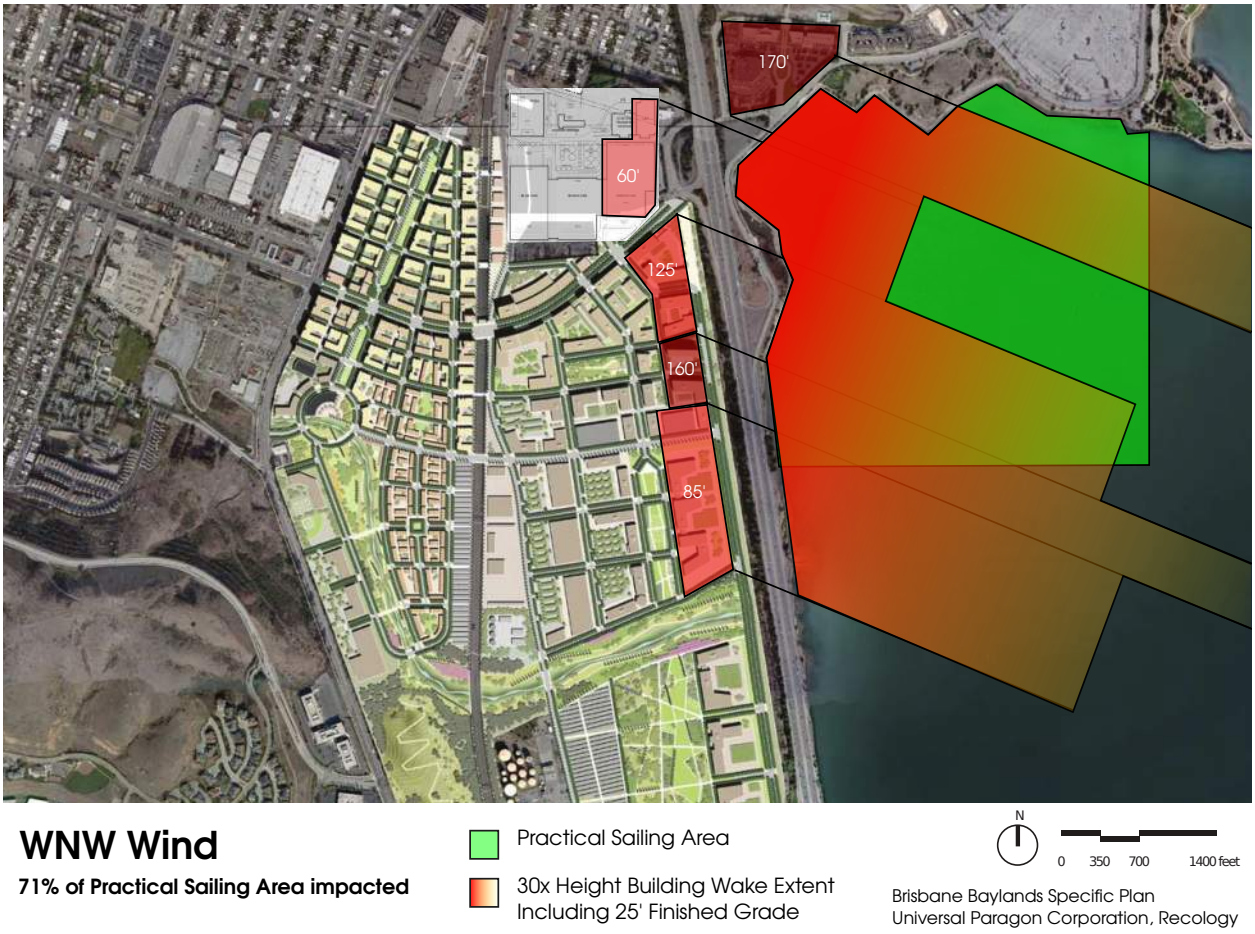

Figure 4: The shorthand empirical formula for building wind wake extent is 10x to 30x the building height above downwind grade. While the wind tunnel experiments cannot be relied on for precision because of the reasons given in the audit, the extent of impacts in those experiments is consistent with this formula. Using this formula reveals that when including the cumulative impacts of the Baylands, Recology expansion plans, and the Executive Park developments, 71% of the practical sailing area is impacted assuming a simplistic West-Northwest wind.

6.2 No sensitivity or error analysis was done or documented for the wind tunnel experiments.

No scientific study of this type should be accepted without an error estimate or analysis of potential error impacts. The scientific method requires determining the uncertainty of these calculations. Results without uncertainty analysis can be highly misleading.

NOTE: Instrumentation error is only one type of error. It is critical also to estimate systemic model error, which includes sensitizing the results to a range of assumptions. This is straightforward with a computer model but difficult to achieve with a wind tunnel.

6.3 Experiments are poorly described.

It is standard practice for authors to explain in detail how the wind tunnel experiments were performed, for example:

- to present the formulas describing the similarity scales between the physical model and the real world;
- to discuss how the flow is generated and how the inflow is specified, to discuss the Reynolds numbers of the simulations;
- to explain if, and if so how, terrain features are accounted for in specifying the inflow; and
- to describe how the wind is measured at different locations in the tunnel.

These key factors (and other important ones) are not sufficiently explained for us, as qualified scientists and engineers who have worked on dozens of similar projects, to understand what was actually done.

NOTE: It is incumbent on the lead agency to include all necessary and sufficient evidence and documentation in the record of the EIR either directly or by reference to publically available information.

Figure 5: This picture is essentially the extent of the description of what was actually modeled in the wind tunnel experiments. Many important details remain undocumented.

6.4 Experiments were not validated against certified test results.

We note the wind tunnel literature is clear on the danger of producing erroneous results. For example, NIST Technical Note 1655 states that serious errors can result from improperly running wind tunnel experiments. They also state that the simulation needs to be validated against certified test results. No such validation has taken place or been documented.

6.5 No efforts appear to have been made to perform proper literature review and study past effects of developments.

Wind-building interaction is a well-studied topic in the literature. We note that no efforts appear to have been made in the EIR to perform proper literature review and study past effects of urban developments.

NOTE: Professional scientific research must review related work to validate methodology and assumptions.

Figure 6: One of the world's formerly-leading windsurfing destinations is located in Aruba. In the early 2000's, a series of commercial developments changed the wind patterns dramatically. The sailing area is now a fraction of what it was. This well-known case is very comparable to the Baylands but was not considered in the EIR, though the EIR consultant was informed of it.

6.6 "Segmentation" of the wind tunnel model will introduce errors, which may be very large and difficult to quantify.

NOTE: Because of the size of the model and the limitations of the wind tunnel, the model was broken into segments or strips and each strip was tested independently.

How can we trust results produced "in strips?" Why was the test model not designed to

fit? According to the EIR consultant, the test areas were segmented to complete physical measurements because the geographic areas were so large.

In their words, "such segmenting is common practice, and does not introduce appreciable error into the measurement process." This is incorrect. Any "segmentation" of the region will introduce errors, which may be very large and difficult to quantify.

7 Findings of audit with respect to CEQA compliance

I will now paraphrase EnviroComp's findings regarding CEQA requirements for impact significance:

7.1 No efforts appear to have been made to establish objective, scientific parameters for assessing whether a substantial degradation in the resource is expected.

The EIR states that "CEQA Guidelines indicate that a project would have a significant effect on the environment if it would...substantially degrade the existing windsurfing recreational resource." We were surprised to find no effort to establish objective, scientific parameters for assessing whether a substantial degradation is expected. Only by defining in advance, and quantifying in an objective manner, what a "substantial degradation" is, can we then calculate whether future developments will create an adverse impact.

The task is relatively simple. We know that there are optimal, moderate, and impossible days for windsurfing at the site. A simple analysis of the meteorological parameters (including wind speed and turbulence) during different conditions would lead to the identification of those wind flow changes that are critical and may transform a "good" windsurfing day into a "bad" one, based on a predefined degradation level.

7.2 The claim that "These incremental changes in wind speed and turbulence in the launch and sailing areas are expected to be undetectable to most windsurfers" does not appear to be a valid scientific statement.

The scientific method would require, first, to establish what is "detectable" for the average windsurfer. Afterwards, calculations may be performed to verify if, when, and where detectable variations are found. The scientific method also requires determining the uncertainty of these calculations. Results without uncertainty analysis can be highly misleading.

Moreover, the real issue here is not "detectability" but "impairment." The real question is whether or not the variations in wind speed and turbulence caused by the urban developments will impair windsurfing in the area, and to which degree in different locations. This basic question has not been answered in the EIR, and much more scientific work is needed to properly address this issue.

Without a well-defined scientific approach and without objective, a priori quantifications, conclusions are impossible and remain highly subjective and uncertain.

In fact, the EIR states that "There are no known critical thresholds in wind speed or wind speed reduction that cause a substantial degradation of the...windsurfing resource." It is mandatory, as a prerequisite for any study such as this one, to identify these critical thresholds.

7.3 Experimental results for much of the windsurfing area yielded "no data" especially those areas most susceptible to impacts and most critical for windsurfing given safety concerns and wind flow patterns.

For example, the wind tunnel experiments did not provide results in a critical area near the shore along Highway 101, which is the region of maximum interest for windsurfing.

NOTE: The most upwind area near the Eastern shore of the Baylands is critical as this area is the safest for windsurfing (it is dangerous to windsurf downwind of the launch in case of equipment failure), and in lighter wind days, this area is the only area with sufficient wind.

Figure 7: Data points collected from the 2012 wind tunnel study for the West wind direction. Near-shore areas are not examined.

Figure 8: Data points collected from the 2012 wind tunnel study for the West-Northwest wind direction. Only a handful of data points were collected.

Figure 9: Data points collected from the 2012 wind tunnel study for the Northwest wind direction. No data points were collected

7.4 A meterological station should have been installed at the site.

Data should have been collected and analyzed to identify and categorize favorable and unfavorable wind flow scenarios. After these scientific efforts, it would have been possi-

ble to determine in a scientific, objective way whether or not expected variations in wind and turbulence, caused by the new buildings, can cause "substantial degradation."

Even the word "substantial" needs to be expressed in proper terms. Is a degradation of windsurfing in the area substantial if it occurs 10% of the days? 5%? 1%?

Figure 10: Windsurfing is influenced by meteorological parameters that can only be understood by establishing a basis in realworld observation.

8 Compared to traffic study prepared for the EIR

I will now compare the wind tunnel experiment protocol with the EIR transportation analysis. An independent transportation consulting firm prepared a study for the EIR that included:

- collecting field observations at 20 study intersections;
- utilizing industry standard traffic analysis and signal coordination software;
- cross-validating and calibrating models, assumptions, and data sources using multiple methods;
- utilizing industry standard practices for forecasting the impacts of the development on the traffic system; and
- applying industry standard thresholds for determining the degradation of service that would be experienced through the development.

According to EnviroComp, none of these types of practices were adopted in the wind tunnel experiment and resulting conclusions presented in EIR section 4.M.

9 Audit summary

In summary, the EnviroComp audit reveals that the EIR section 4.M was not prepared according to a professional standard of care and does not comply with CEQA requirements. These remissions include that:

1. The only scientific tool used for analyzing wind-related impacts in the EIR was a wind tunnel
2. No sensitivity or error analysis was done or documented
3. Experiments are poorly described
4. Experiments were not validated against certified test results
5. No efforts appear to have been made to perform proper literature review and study past effects of developments

6. "Segmentation" of the wind tunnel model will introduce errors, which may be very large and difficult to quantify

7. No efforts appear to have been made to establish objective, scientific parameters for assessing whether a substantial degradation in the resource is expected

8. The principal claim that "These incremental changes in wind speed and turbulence in the launch and sailing areas are expected to be undetectable to most windsurfers" does not appear to be a valid scientific statement

9. Experimental results for much of the windsurfing area yielded "no data"

10. A meteorological station should have been installed at the site

10 Returning to CEQA requirements

Now we return to the CEQA requirements for evidence used in determining significant impacts.

10.1 Scientific and factual data

Were significant impact determinations based to the extent possible on scientific and factual data? The answer is no, as scientific data could have only been obtained by adhering to the scientific method.

10.2 Speculation and unsubstantiated opinion

Was critical evidence actually speculation or unsubstantiated opinion? The answer is yes, as the serious failure to apply to applicable professional standards of care means that

conclusions drawn from the research experiment were "untrustworthy," "uncertain," and "incomplete."

10.3 Substantial evidence in the record

Was substantial evidence well documented in the record of the lead agency explicitly or by reference to publically available documents? The answer is no, as the experiments were "poorly" or "vaguely" described, preventing a reasonable understanding and assessment of what was actually conducted.

11 Conclusion

In essence, a research experiment was conducted for the EIR section 4.M, not a scientific study.

The research experiment was not conducted with the proper controls and procedures to allow scientifically valid conclusions to be drawn per CEQA standards.

In order for the EIR to be valid, this portion of the EIR should be brought in-line with industry standards or it should be omitted from the EIR altogether and subsequent project-specific EIRs should be required to thoroughly analyze impacts to this unique and valuable resource.

December 1, 2015 Presentation

My name is John Browning. I want to be perfectly clear that at the present time my group has no agreement of any kind in place with Universal Paragon Corporation.

Brief personal history:
I am 3rd generation from the S. F. Peninsula, born at the Stanford Hospital. I can still remember riding past the Brisbane Railroad Yard in the 50's, when my Dad took me up to the Cow Palace or into San Francisco. I became a Golf Professional in 1968 while working for Bud Finger at the Stanford University Golf Course and was instrumental in developing the Golf Driving Range Facility where I was its manager. In my 47 plus years as a Professional Golf Instructor I have given more than 30,000 golf lessons and have been involved in more than 25 mixed-use recreational projects in many capacities, including: as a consultant, designer, builder, owner, operator, manager and in other instrumental roles.

Project inception and brief timetable of events:

In 2006, I had negotiated and was just about to sign a lease with the State of California to develop a golf driving range and supporting activities at the Candlestick Point State Park, but Governor Schwarzenegger closed the all the State Parks throughout California due to budget issues and my project was terminated. I looked across the freeway at 684 acres of undeveloped land, and approached Universal Paragon Corp. (UPC) to see if there might be an alternative site available that I could use for my recreation project. During the last 9+ years, we have explored several sites. I have a signed Agreement for a mixed recreational use of 7.6 acres on Tunnel Avenue from UPC's General Manager, Jonathan Scharfman, but there was no room for a golf driving range, which is still our main focus and the "Anchor Use" of our teams "to be proposed" project.

I have studied, researched, and made several Interim Use site proposals to UPC on its vacant development property. In that effort, I have attended focus groups, met with City of Brisbane Staff Members, studied infrastructure, reviewed past use surveys, learned about the Title 27 "Capping and Closure" mandates, attended Chamber of Commerce functions, met and received bids from local contractors, and more importantly received from Federal, State, County, City and other entities, having jurisdiction on UPC's Development Project, their mandates and regulations and have exhaustively studied those issues and concerns.

My knowledge of marketing combined with acquired resources have convinced me of the potential and success of a full size Modern Golf Driving Range that incorporates the latest innovative technology available, supported by multiple family oriented recreational activities with price points for Brisbane residents. This is an opportunity to create a full scale combined Public Recreation and Open Space Development for active, semi-active, and passive activities, and specifically designed for all ages and abilities. It would be the only **Affordable Family Entertainment Complex** of this size in the entire San Francisco Bay Area. Only a site this large, having these characteristics and amenities, at this geographical location in the Northern Peninsula/San Francisco area can achieve and succeed as a destination Family Fun Center featuring a fully diversified family-oriented commercial recreation area.

Emergency Service/Fire station relocation:

Ask any emergency rescue team member and they will tell you, seconds matter. The emergency personnel at the existing Fire Station unfortunately have to take at least 20 seconds or more in leaving their post and drive the fire trucks/emergency vehicles to Old County Road and past the park on Visitation Ave., or straight across Bayshore Blvd., and around the skateboard park near City Hall before responding to the Brisbane residential and business properties. There are several sites that can house those emergency service vehicles west of Bayshore Blvd. and thereby get to any emergency situation in the Brisbane Hills faster and hopefully in time. For example, we suggest the large empty lot next to and north of the strip mall by Bank of America, the skateboard park, or the lot at Mariposa and Visitation to name a few.

4 New Roadways servicing the southern development area:

Roadway 1

At present none of the three Specific plans offered show access that would come from the Brisbane Township to the southern areas west of the railroad tracks. If, or when, the Fire Station is relocated, constructing a roadway from the existing traffic signal, circumventing the Machinery and Equipment Co., continuing around Ice House Hill and connecting to Industrial Way would serve two purposes. One, emergency services would be able to get to the future land uses and to those existing businesses on Industrial Way faster by having access to the southern areas without having to go north up the hill on Bayshore Blvd. and then around down Industrial Way. It makes more sense, and also makes for a simpler connection to the future Geneva Extension.

Roadway 2

Moving Lagoon Way north several hundred feet and connecting it from the Hwy 101 on/off ramp, then west to Tunnel Ave., serves more than one purpose. First, it makes for a better and easier access to Hwy 101 and will serve the existing and future frontage roads in a safer and smoother manner. Second, it separates the acreage into two areas and gives better access to both sites. Third, it will allow for a pedestrian walkway along the Lagoon, a possible pier to be built entering the Lagoon for water recreation, and finally the existing roadway needs to be replaced anyway and this would allow for a safer and wider road.

Roadway 3

Our schematic shows that when the frontage road goes north, past Visitation Creek we propose that a road be constructed just north of the Creek from the frontage road going west, over Tunnel Ave., over the railroad tracks and then connect to our proposed new roadway that would circumvent Ice House Hill and connects Industrial Way to the traffic signal at the pre-existing Firehouse location.

Roadway 4

Instead of the Geneva Ave. extension crossing over the railroad tracks and curving northward, we believe that it should not curve as much and build a new connection to Hwy 101. It could also possibly cross over 101 and continue into the Lennar Urban Development in a straighter, more direct route combined with a short bridging of the Bay. This would allow for less congestion as is proposed in the Developer and Community Plans' and make the Recology's expansion more viable. By utilizing the existing wide area east of the Hwy for a clover leaf type on/off ramp design as well as a similar design on the west side, it would thereby eliminate the nearby existing southbound exit that feed the old Candlestick Park and is dangerous at best.

Developer/Community/Alternative Specific Plans:

All three Specific Plans call for the majority of the non-recreational Commercial Land Uses to be located in the areas north and on either side of the proposed Geneva Extension. There is some additional Open and Recreational Use space allocated to the north of Visitation Creek, east of the Cal Train tracks and north of Ice House Hill west of the tracks. Although there is additional proposed business on both the north and south sides of the Geneva Extension as is delineated, they all seem to show that if a line is drawn from west to east, from the Proposed Railroad Museum straight over to Hwy 101, all the land south of the line is mostly dedicated as Public Open Space/Recreation Area.

Public Open Space/Recreation Area; proposed Uses and Activities:

See Attachment showing a composite of past surveys of the Brisbane residents' recreational uses as to "wants and desires".

Possible Future Activity Centers:

Soccer/Football stadium, Basketball Arena, Olympic Size Pool, Convention Center, Performing Arts Center, Track and Field Stadium, Tennis Complex, Ice Skating Rink, Gymnastic Training Facility.

In Summation

In summation I again want to be perfectly clear that at the present time my group has no agreement of any kind in place with Universal Paragon Corporation. Although I have been in contact with UPC, Brisbane City Staff and other jurisdictional entities having a say in the closure, use and infrastructure of our proposed project on the site in question, no finalization can be made until the outcome of the Environmental Impact Report is determined, and/or my team can make an Agreement with UPC. There are several scenarios that we hope we will be able to work out with UPC. We will explore and proceed with those avenues in hopes of reaching a Long Term Lease, a Lease Option, a Contract to Purchase, and/or an Outright Purchase of some, if not all of UPC's Development property.

What I have offered at this meeting tonight is our recommendations for the roadway systems that we believe will make for a smooth, safe and convenient traffic flow to serve the areas of the southern section of the development, and to show how the past surveys from the Brisbane residents, listing their desired Open Space and Recreational Uses, can be achieved on the 75 acres south of Visitation Creek.

We strongly believe that Affordable Family Entertainment along with a mixed use Recreational Complex will serve Brisbane and the entire Bay Area. It will bring 100's of jobs, tax revenues, local commerce and community pride to Brisbane, as well as the needed toxic site remediation.

Thank you for letting me address the Planning Commission, City Staff, the Residents of Brisbane, the Media and those of the greater community.

Thank you. Are there any questions?

December 1, 2015 Presentation
Permanent Site Activities

• Full size Golf Driving Range	Golf Academy
• Putting Course	Golf Clinics/Instruction
• Miniature golf courses	Kiddies'/Adult/Expert
• Batting Cages	Softball/Hardball
• Amusement Arcade	Video/Machine/Prizes
• Snack Bar/Eatery	Breakfast/Lunch/Dinner
• Party/Meeting Rooms	Small/Medium/Large Events
• Fitness Center	Machines/Aerobic/Yoga
• Sports Bar	Food/Beverage/Large Screen TV
• Theater	Sports/Sport Related Shows/Movies
• Amphitheater	Live Stage Acts/Events/Concerts
• Bowling Alley	Leagues/Groups/Private Parties
• Sporting Goods Store	All-Sports Equipment
• Barber Shop/Hair Salon	Men's/Women's Hair Grooming
• Spa	Massage/Body Shaping/Toning
• Restaurant	Fine Dining--Breakfast/Lunch/Dinner
• Water Park	Water Slides/Piers/Boating
• Gymnasium	Basketball/Gymnastics/Multi-Use
• Sports Medicine Center	Injury Rehab/Classes/Cardio-Vascular
• Reading Room/Sports Library	Books/Video/Periodicals
• Music Studios	Sound Studios/Rehearsal/Taping
• Garden/Nursery Setting	Plants/Flowers/Shrubbery/Trees
• Bike Paths/Walkways	Walking/Jogging/Bike Riding
• Fitness Course	Jogging Trail/Exercise Stages
• Multiple Ages Playgrounds	Tiny Tots/Toddlers/Elementary
• Senior Center	Meeting Rooms/Games/Events
• Day Care	All Ages/Special Needs
• Multi-Use Grass Fields	Informal/Formal Uses
• Solar/Wind Energy Systems	Clean Energy Systems for Power

Plus whatever is desired by the Community/Public that is Family-Oriented