

WRITTEN CORRESPONDENCE
(6/30-9/7/23)

- Barbara Ebel (9/6/23) Public art
- Dana Dillworth (9/5/23) Comments on Public Art Proposal
- Dana Dillworth (9/7/23) Additional information for Art Installation 9/7 agenda
- Christina Florkowski (9/6/23) Complete Streets Safety Committee - and the safety of Brisbane
- Dr. Michael Abney (8/28/23) City Sign
- Dana Dillworth (8/23/23) Additional Comments for 8/24 PC Meeting
- Sarah Kinahan (8/7/23) Child care needs in Brisbane
- Dan Dudley (8/4/23) new business
- Steve Kerekes (7/8/23) code enforcement

From: Barbara Ebel <ecology@greenknowe.org>
Sent: Wednesday, September 6, 2023 7:47 PM
To: Council Members <CouncilMembers@brisbaneca.org>
Subject: Public art

I find this art unengaging. It speaks nothing to Brisbane.

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Barbara Ebel

From: Earthhelp <earthhelp@earthlink.net>
Sent: Tuesday, September 5, 2023 12:35 PM
To: Padilla, Ingrid <ipadilla@brisbaneca.org>
Subject: Comments on Public Art Proposal

Dear Ingrid,
Please make this document available to the Public, the Council, the Planning Commission, and members of the Art Committee. Thank you. Dana

To: Brisbane City Council
From: Dana Dillworth
RE: Privately Installed Public Art Proposal

September 7, 2023

I am disappointed. I love Art. I have spent my life going to museums and documenting Public Art that creates a sense of place, that honors the community, that's a "wow." I have waited so long for the same for Brisbane.

I am disappointed that we are getting recycled Art for expediency and not Art that reflects any knowledge of the mountain, the Bay, or the community of Brisbane. If that's not required, then this is o.k.

I am disappointed that there are no women artists among four potential artworks. I am disappointed that there are no local, Bay Area artists. I am disappointed that there are no artists of the BIPOC community, etc. If that's not required, then this is o.k.

I am disappointed that you are continuing the lie that this is Public Art. A glimpse from 101 "wow." All the art is inaccessible per ADA requirements and inaccessible to the Public via the Bay Trail. But, if that's not required, then this is o.k.

If we have to accept this, then I have a few suggestions rather than leaving details up to the developer.

Carbon Dioxide Molecule

I like this work the best, however I caution that it may look like Mickey Mouse from some angles.

I welcome the discussion of placement (and movement) of the oxygen molecules. Somehow, if it represents Carbon dioxide, maybe Carbon fiber can be a considered material to reduce the weight and infrastructure costs. Additionally since atoms are moving energy and there is a lot of wind out there, the opportunity for a kinetic sculpture has been missed.

There is mention of lighting, have you considered interactive lighting? Lights that change and move as people get closer. There are opportunities for laser or projected light and seasonal lighting that should be clearly part of this budget.

There is mention of raised landscaping, however reflecting pools have their place. Since a great deal of your cost is for hard-scaping and “green patches” exist elsewhere, perhaps you can consider native plants.

Seated Figures

I’m just as offended as the council members for lack of variety in gender choice, but I don’t get the nexus between life sciences and lumpy women. When the applicant mentions they were part of the selection of the the Twin Towers double helix human figures along Bayshore, my response is... “and we get this?”

I think location “C” should recognize the winds. The sculpture could capture the wind and be kinetic as well. I’d adorn the figure with gossamer wings... or have “Dress Michelle” contests.

Ready for the “Shitting Diana” jokes? Ohhh, the art performances I can imagine “Smell what Diana Ate” contests... This is Public Art, right? I’m ready to book my first performance.

Please send this back to committee. I am not happy we are getting second-hand art. Please require a more open, more Public Request for Proposals process to include local talent with criteria that recognizes the Bay, the Mountain, or the environmental community. Even **be part of** the Bay Trail. Make art for Brisbane, not Palm Beach and Orange County.

I would come up with alternative “B:” take the money, set up traveling art show platforms in the future Sierra Point Open Space Park and along the Bay Trail, which would be ADA accessible and have context to the entire community, not just Geneis workers. San Francisco has hearts, Oregon has Salmon Row, Brisbane has lumpy women. “Wow.”

Thank you.

Dana Dillworth

From: Earthhelp <earthhelp@earthlink.net>
Sent: Thursday, September 7, 2023 6:54 AM
To: Padilla, Ingrid <ipadilla@brisbaneca.org>
Subject: Additional information for Art Installation 9/7 agenda

Dear Ingrid,
Please make this document available to the Public, Art Committee, Council, and Planning Department officials.
Thank you. Dana

19 Stunning Staircases Transformed by Artist's Around the World:
<https://mymodernmet.com/stunning-stair-art/>

Consider the Possibilities:

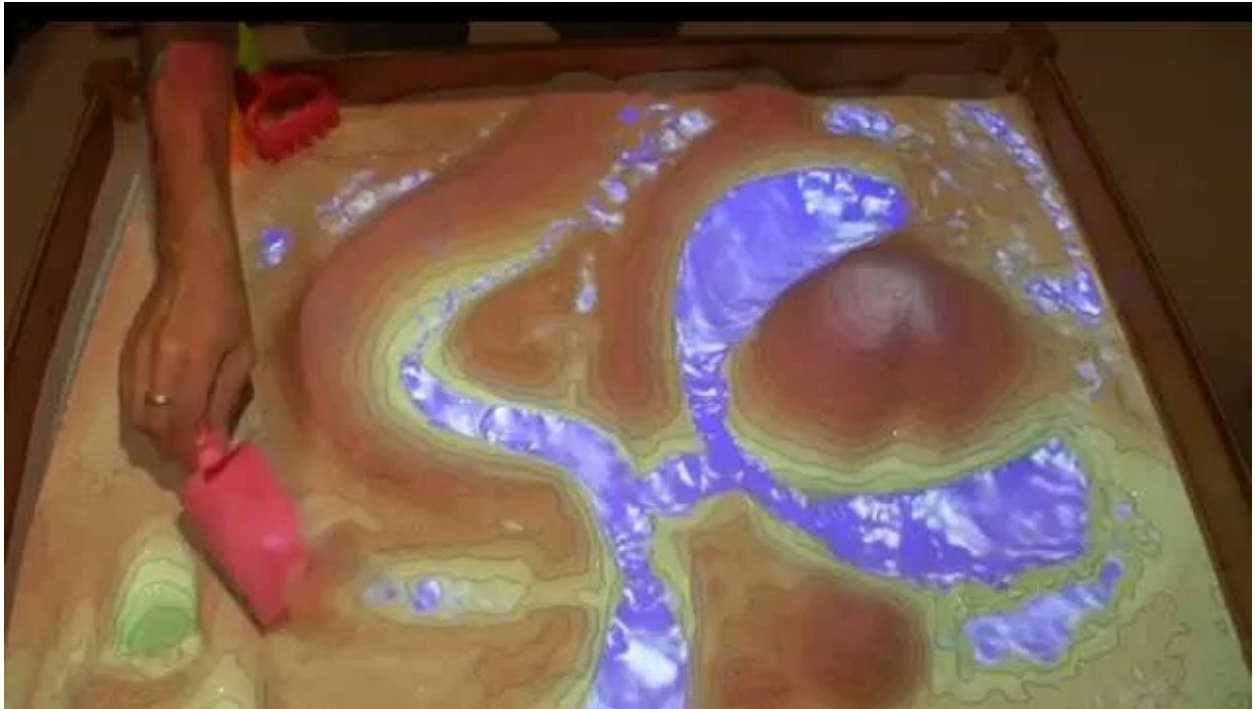




72 Interactive Art

Installations <https://www.trendhunter.com/slideshow/interactive-art-installations>

Interactive Sand Box



<https://www.trendhunter.com/trends/uc-davis-augmented-reality-sandbox>

Something spectacular, visible from 101... or not



forwarded message:

From: C Florkowski <chrisflorkowski@yahoo.com>

Date: September 6, 2023 at 8:55:50 PM PDT

To: madisondavis@brisbaneca.org

Cc: terryoconnell@brisbaneca.org, kcunningham@brisbaneca.org, cliffleintz@brisbaneca.org, cmackin@brisbaneca.org, cssc-cabrera@brisbaneca.org, kkinser@ci.brisbane.ca.us

Subject: Complete Streets Safety Committee - and the safety of Brisbane

Reply-To: C Florkowski <chrisflorkowski@yahoo.com>

Dear Mayor Davis,

Over the last few months I have begun following the work of the Complete Streets Safety Committee hoping to be able to influence the safety and sustainability of Brisbane. Month after month, the committee has been distracted (in my opinion) with the topic of parking permits. Looking at prior agendas, this looks to have been going on for more than a year. How this has anything to do with safe streets is really difficult for me to understand - especially as the current proposal makes no effort to use this as an opportunity to discourage oversized vehicles that are a real danger to pedestrians.

Given all the exceptions that are being considered, we may be surprised to find that our parking problems are caused by residents and others with a legitimate (as defined by the exceptions.) Have we done a simple sampling of the parking permits that a street might generate (by polling the residents) and then compare that to the actual available parking on that street? If we do issue permits, will we charge by the size of the vehicle to maximize parking availability?

In the meantime, we have actual safety issues on the streets of Brisbane that need the committee's experience and attention. And for residents wishing to reduce our climate impact, we also need the committee to look at safe bicycle infrastructure for bike commuters and improving public transit support. And if we really wish to make it possible for seniors to age in place *with dignity*, we need to improve the walkability and transit options in Brisbane. And then there are our kids. (I hope they can manage to safely navigate passed the parked cars we seem to be so concerned about.)

Instead of these concerns, we are asking the committee to spend their time reviewing an approach to codifying the storage of personal property on public streets.

I would really appreciate an explanation for how parking permits will improve the safety of the streets of Brisbane and why the council has prioritized this effort.

~Christina Florkowski

cc. Brisbane City Council, Cristian Cabrera, Karen Kinser

On Mon, Aug 28, 2023 at 11:11 AM Michael Abney <brisbanechiropractic@yahoo.com> wrote:

Hi Cliff

I couldn't remember the best way to contact the city council. I found your email and decided to contact you since you might remember our conversation.

I have an issue with the sign the city posted at the entrance to the city stating you must give bikes 3 feet. This is dangerous because its not enough room. The city is allowing cars to white line cyclist which is illegal. All other cities have either bike lanes or stamps on the road indicating you must share the road with bicycles. The city could also put a notice in the star stating the rules for passing bicycles. Ie. it is just like passing another vehicle; use a blinker, move into the oncoming lane and pass.

Just to give context I ride all over the bay area and Brisbane is the most dangerous by a wide margin. I'm hoping there's something that can be done as I'm nearly hit on a weekly basis. Just last week I was nearly hit on Visitacion Ave. when a car didn't stop at the stop sign on Mendocino. I was doing 20 mph they were doing 10 I was nearly flattened .

Thanks Dr. Michael Abney

Health, Happiness and Prosperity

Sincerely,

Dr. Michael Abney
Doctor of Chiropractic
Brisbane Chiropractic, Acupuncture & Massage
Phone: 415-467-3456
Fax: 415-467-3530
brisbanechiropractic@yahoo.com
brisbanechiropractic@gmail.com
brisbanechiropractic.com

TO: Brisbane Planning Commission
FROM: Dana Dillworth
RE: MK Pipelines various Use and Excavation Permits
August 24, 2023

I am concerned about the conclusions of these documents and the degree to which you are circumventing the intent of the laws you cite.

If it is your intent to

A. "give due regard to the nature and condition of **all adjacent uses and structures**" and B." Determine whether or not the establishment, maintenance or operation of the use applied for will, under the circumstances of the particular case, **be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood** of such proposed use, or whether it will be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city" you have failed.

You have failed to inform the residents, the neighbors, who happen to be 70 and 210 feet outside the 400-ft zone to receive notice. By the way, what does Caltrans think?

With no mention of prior landslides in the area, you have failed to properly characterize the environment, categorical exemptions or not.

In USGS's "The Landslide Handbook - A Guide to Understanding Landslides"(Appendix C pages 76-81) it is clear that you don't dig into the toe of a hillside without reducing some of the weight at the top or increase mass at the bottom... Since I have observed how building on a wet clay hillside is different than when the clay dries and retracts, I want to know more about this property in relationship to the hillside, the proposed season of construction, not just an assurance from an engineer's sign-off on the 15 acres mentioned.

Absent acknowledgement from USGS, which has mapped the slide in this area for years, you are failing to protect the public of a catastrophic mudslide as 6-foot high retaining walls may not be adequate—from this as well as prior Use Permits.

If it is the intention of the HCP to protect, restore, and improve a % of habitat, please provide the statistics for this area that this mitigation effort is true and effective. The lands along Guadalupe and North Hill Drive are noted as restored habitat- once acres of *viola pedunculata* are now hillsides of Scotch broom and fennel. Restoration may be hard, but NO Effort? You have thirty years of monitory mitigation measures, please ask the city to provide **an independent assessment** of the efficacy of the HCP program you are using.

As stated in Wild California's words for Spotted Owl habitat, the HCP is "flawed strategy which contribute[s] to the decline rather than the stability, let alone recovery of [the endangered species.] In practice, HCPs undermine the strategy of the Endangered Species Act and do irreversible damage to endangered species habitat without mitigation to truly outweigh the damage."

CEQA, where's the discussion of alternatives? Where's the discussion of a hybrid plan where the upslope acres are to be cleared of brush AND planted with natives to support the prior efforts AND the much needed funds contributed in order to monitor future slope weeding, maintenance, and stability?

I ask that you return this to the Planning Department. Properly notice and inform the Public of the true risks. Require advice from USGS and please provide direction to the Planning Department to meet the intent of the law which is to improve the environment, not dismiss it.

Thank you.

Dana Dillworth
with attachments

Part 1. Earth Slope Stabilization/Mitigation

Some of the stabilization techniques that are currently available in North America are illustrated in this discussion. We highlight simple methods that can be used safely in the absence of detailed soil or bedrock analysis or in low-risk situations. Some stabilization methods are very expensive and require significant time to implement. This is an overview of stabilization methods; many other methods are in use around the world. Professional advice is essential before, during, and after implementation (where possible), as is further literature consultation.

The stability of any slope will be improved if certain actions are carried out. To be effective, first one must identify the most important controlling process that is affecting the stability of the slope; second, one must determine the appropriate technique to be sufficiently applied to reduce the influence of that process. The mitigative prescription must be designed to fit the condition of the specific slope under study. For example, installation of drainage pipes into a slope that has very little ground water is pointless. Slope stabilization efforts take place during construction or when stability problems develop unexpectedly following construction. Most slope engineering techniques require a detailed analysis of soil properties and a sound knowledge of the underlying soil and rock mechanics.

In any high-risk situation, where a landslide may endanger lives or adversely affect property, a professional landslide expert such as a geotechnical or civil engineer should always be consulted before any stabilizing work is undertaken.

The following sections provide a general introduction to techniques that can be used to increase slope stability.

Excavation

Figures C1, C2, and C3 provide a cross-sectional view, in schematic form, of general principles for slope excavation, showing the effects and consequences of where on a slope the excavation takes place. These graphics are general in nature, and a geotechnical engineer or other professional should always be consulted if possible.

Removal of soil from the head of a slide

This method reduces the driving force and thereby improves stability. This method is suitable only for cuts into deep soil where rotational landslides (see “Basic Landslide Types” in Section I) may occur. It is ineffective on translational failures on long, uniform or planar slopes or on flow-type landslides.

Reducing the height of the slope

Reducing the height of a cut bank reduces the driving force on the failure plane by reducing the weight of the soil mass and commonly involves the creation of an access road above the main road and the forming of a lower slope by excavation. Also, it is possible to excavate deeply and lower the main road surface if the right-of-way crosses the upper part of a landslide. This method is only moderately efficient in increasing stability, and a complete solution may involve additional modification of the land. According to Chatwin (Reference 11), it usually increases the Factor of Safety by only 10 or 15 percent. (“Factor of Safety” in its simple definition is the ratio of the maximum strength of a piece of material or a part to the probable maximum load to be applied to it.)

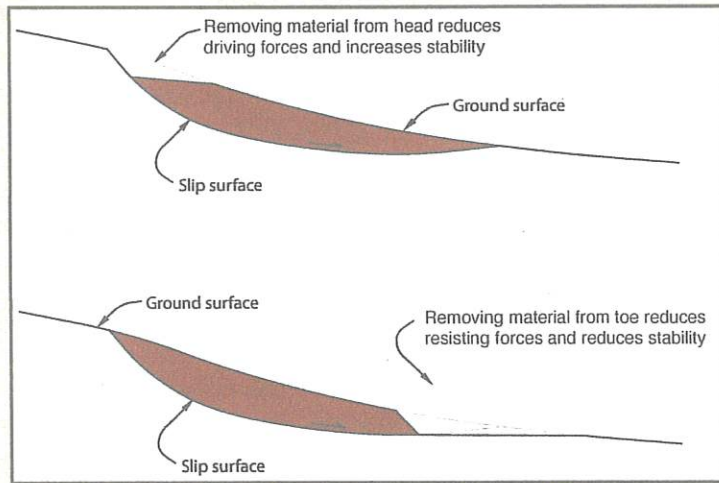


Figure C1. Illustration of the differences in stability resulting in excavation at the head and toe surfaces of a slope. (Graphic by Rex Baum, U.S. Geological Survey.)

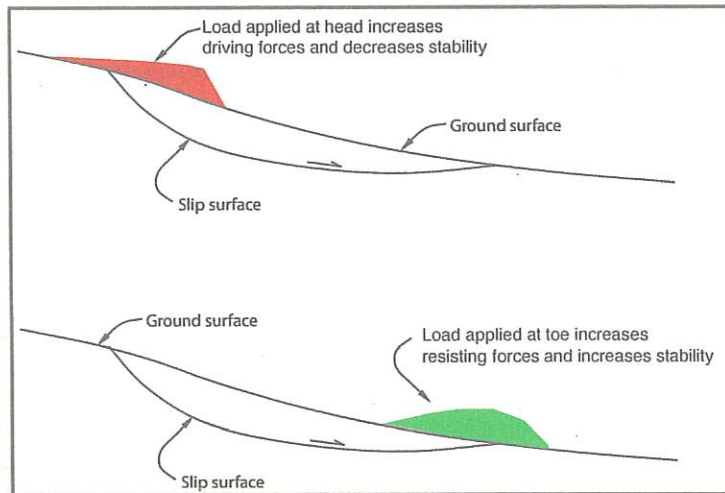


Figure C2. Illustration of the difference in stability of loading either the head or the toe of a slope. (Graphic by Rex Baum, U.S. Geological Survey.)

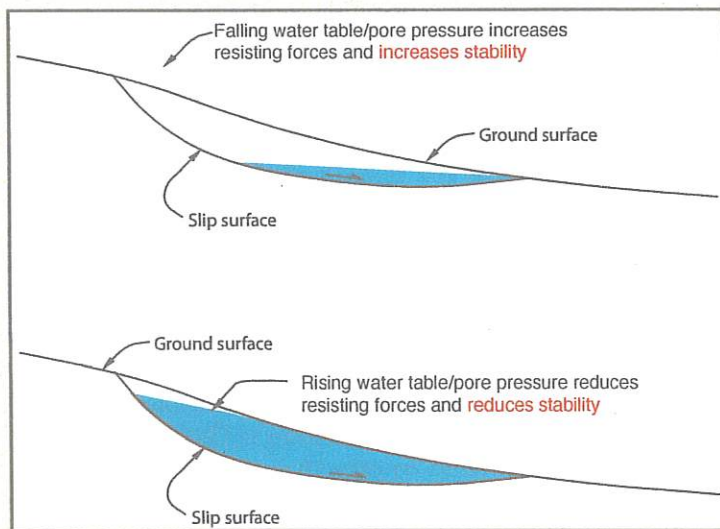


Figure C3. Illustration of the importance of water in the stability of a slope. (Graphic by Rex Baum, U.S. Geological Survey.)

Backfilling with lightweight material

A technique related to height reduction is to excavate the upper soil and replace it with a lightweight backfill material such as woodchips or logging slash. Then, covered with a thin layer of coarse aggregate, the backfilled material can form a foundation for limited-use traffic (fig. C4).

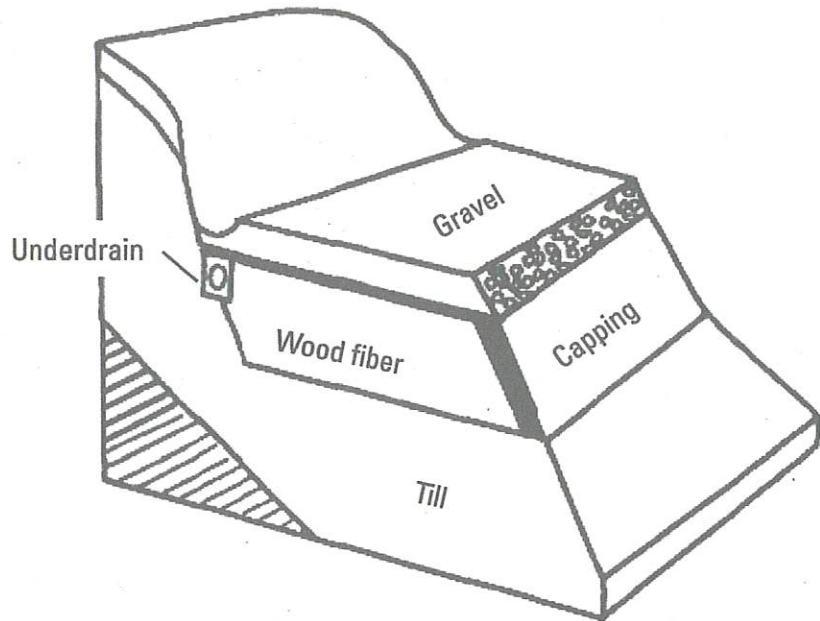


Figure C4. Schematic and photograph of a lightweight backfill. There has been an increased growth in the use of recycled tire shreds in civil engineering applications. Highway applications include using shredded tires as lightweight fill over weak soils in bridge embankments and retaining wall reinforcements or, in very cold climates, as insulation of the road base to resist frost heaves and as a high-permeability medium for edge drains. (Graphic from reference 11, photograph from U.S. Department of Transportation, Federal Highway Administration.)

Benches

Benches are a series of "steps" cut into a deep soil or rock face for the purpose of reducing the driving forces. They are mainly effective in reducing the incidence of shallow failures but generally are not very efficient in improving the overall slope stability for which other methods are recommended. Benches are useful in providing protection structures beneath rockfall-prone cliffs, for controlling surface drainage, or for providing a work area for installing drainpipe or other structures.

Please see figure C12 for a photo of benches cut into a slope.

Flattening or reducing slope angle, or other slope modification

This reduces the weight of material and reduces the possibility of stream/river undercutting or construction loading.

When not to excavate a slide mass

In some situations, removing the entire slide mass is an effective and economic solution. Generally, however, it is only practical on small slumps or small rotational failures. Large-scale excavation of larger landslide areas is usually not recommended for several reasons:

Excavation is not always effective—for large planar failures, excavation may not cause movement to stop and may allow the landslide to expand.



Excavation may *trigger a larger landslide* by removing the support provided by the toe of the landslide.



Excavation may actually *destabilize* the ground farther upslope by undercutting, which weakens the slope.

In deeper soils, especially soft clays, where there are two potential failure surfaces, one deep and one shallow, excavating down to the first failure surface might trigger a sudden slippage on the deeper failure surface. A stability analysis using soil strength data is advised and most always necessary for any major excavation project in deep clay soils.

Seasonal heave and collapse?

Strengthening Slopes

Plastic mesh reinforcement

There are numerous synthetic soil reinforcement materials on the market, and one example is a reinforcement material of plastic polymer stretched to form a lightweight, high-tensile-strength grid. The grid acts similarly to reinforcing mesh in concrete, adding strength to the shear strength of the soil.

These types of materials have been used to reduce the amount of ballast needed over soft ground by increasing the bearing capacity of the subsoil. These types of grids also have a number of possible applications in slope stabilization, including soil strength reinforcement, soil drainage improvement, and retaining-wall construction.

Rock-fill buttresses

A simple method to increase slope stability is to increase the weight of the material at the toe, which creates a counterforce that resists failure (fig. C5). A berm or buttress of earthfill can be easily dumped onto the toe of a slope. Broken rock or riprap instead of soil is preferable, however, because it has a greater frictional resistance to shear forces and is also free draining, which reduces the problem of impeding ground-water flow.

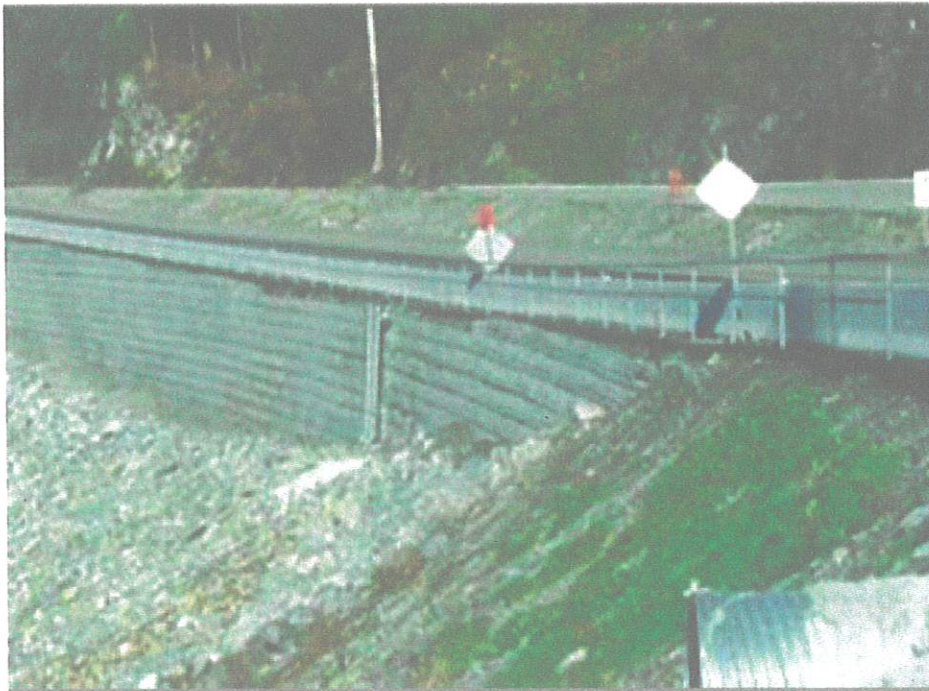
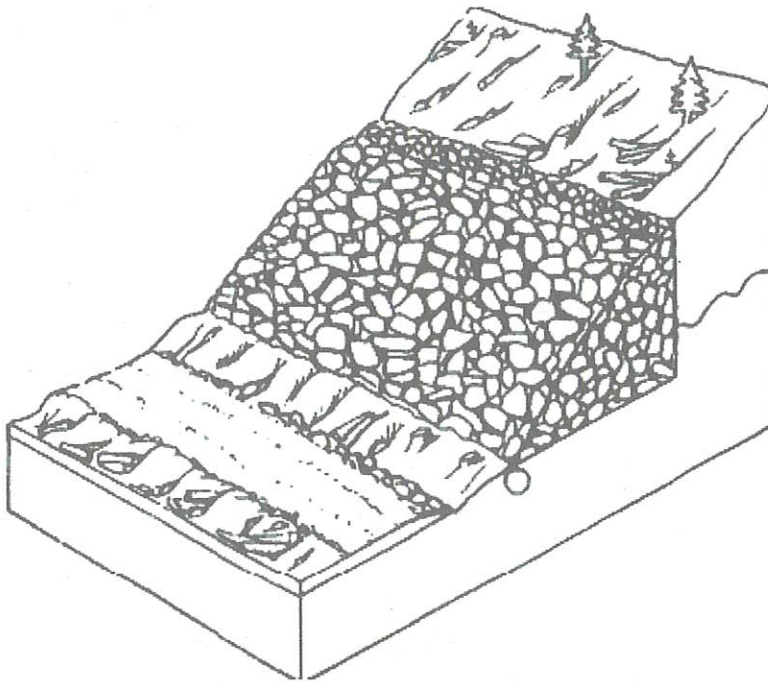
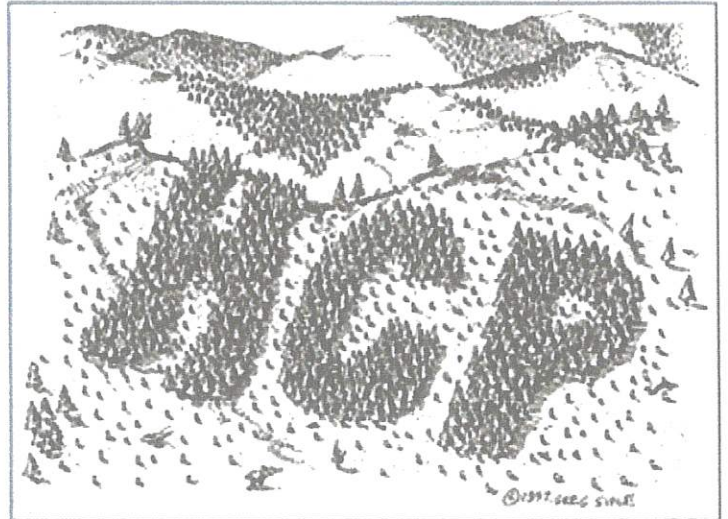


Figure C5. Schematic and photograph of a rockfill buttress in Canada. (Graphic is from Reference 11.)

Habitat Conservation Plan: Too Good To Be True?

→ Updated: Mar 24

Habitat Conservation Plans (HCPs) are a method via the Endangered Species Act whereby landowners can obtain Incidental Take Permits (ITP) for a listed species. ITPs allow what are considered 'lawful activities' i.e. logging, to result in "incidental take" i.e., habitat modification, harm, harassment, or take of a listed species. In exchange, mitigations are proposed, such as set-aside areas. Despite the name, an HCP is more like a habitat modification strategy.



EPIC contends in its scoping comments on the new Green Diamond HCP that if HCPs actually functioned to recover species, we would be the first in line to advocate for them. Our experience with Green Diamond's first HCP and the Pacific Lumber HCP has been that they are a flawed strategy which contribute to decline rather than stability, let alone any recovery, of Northern Spotted Owls. In practice, HCPs undermine the strategy of the Endangered Species Act and do irreversible damage to endangered species habitat without mitigation to truly outweigh the damage. It is our contention that the US Fish and Wildlife Service should enforce the Endangered Species Act, not provide "work-arounds".

The original Green Diamond Northern Spotted Owl HCP is littered with inadequacies. The habitat standards, definitions, and home-range size utilized under the old HCP have all proven to be inadequate to facilitate anything other than owl take. EPIC believes that issuing Green Diamond another ITP is inappropriate given the amount of take that has already occurred without any tangible benefit to the public or the owls.

The alternatives available under the current notice would likely result in more of the same as we've seen under the old HCP. EPIC has proposed additional options, including an alternative to manage for landscape restoration and owl recovery.

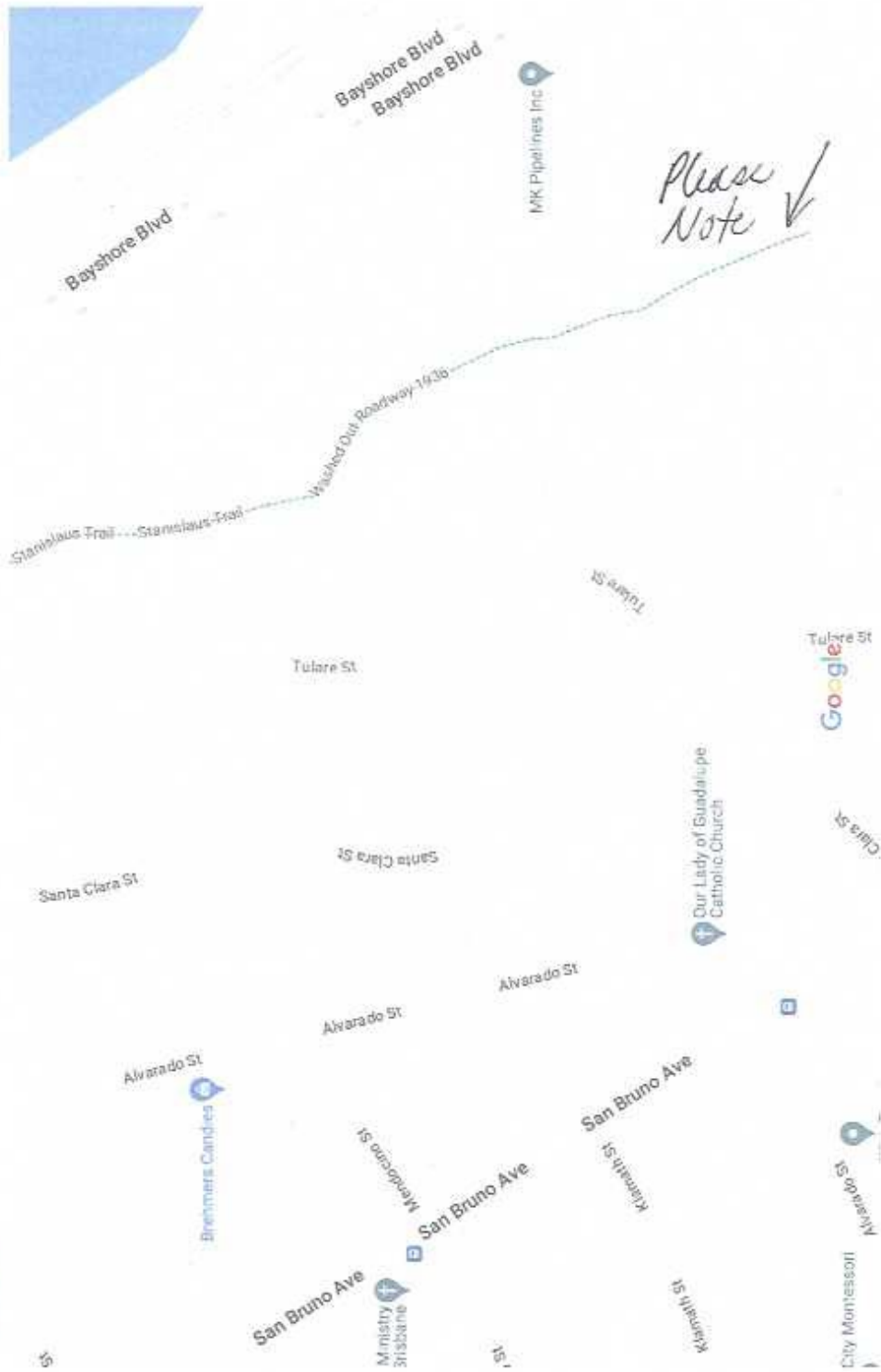
Any proposed new Northern Spotted Owl HCP must be based on the premise of survival and recovery for the species, and not on allowing more take using the same old habitat definitions, retention standards, home-range size, and survey methods. The quality and quantity of owl habitat on Green Diamond lands has diminished over the life of the current HCP, and take has not been offset by recolonization of emerging habitats. Any new HCP must therefore focus on retention and recruitment of actual habitat that provides authentic benefits to the owls in the immediate and over time, in order to promote long-term survival and recovery of the species on Green Diamond lands.

From: Earthhelp <earthhelp@earthlink.net>
Sent: Wednesday, August 23, 2023 12:25 PM
To: Padilla, Ingrid <ipadilla@ci.brisbane.ca.us>
Subject: Fwd: Additional Comments for 8/24 PC Meeting

Hi Ingrid,

Please make these documents available to the Planning Commission, council, public and OS&E members. Many thanks, Dana

Google Maps



Bayshore Blvd

Bayshore Blvd
Bayshore Blvd

MK Pipelines Inc

Please Note ✓

Washed Out Roadway 193b

Stanislaus Trail
Stanislaus Trail

Tulare St

Tulare St

Google

Santa Clara St

Santa Clara St

Our Lady of Guadalupe
Catholic Church

Clara St

Alvarado St

Alvarado St

Alvarado St

Brethmens Candies

San Bruno Ave

Mendocino St

San Bruno Ave

San Bruno Ave

Ministry
3133rd Ave

Kearney St

Kearney St

Alvarado St

City Montessori

Map data ©2023 Google 100 ft

From: Sarah Kinahan <skinahan@smcoe.org>
Sent: Monday, August 7, 2023 1:36 PM
To: Council Members <CouncilMembers@brisbaneca.org>
Cc: Christine Padilla <cpadilla@sanmateo4cs.org>
Subject: Child care needs in Brisbane

Dear Mayor Davis, Mayor Pro Tempore O'Connell, and Councilmembers Cunningham, Lentz and Mackin,

On behalf of the San Mateo County Child Care Partnership Council, we'd like to share Brisbane's *Child Care Needs Assessment Profile* from our recent *San Mateo County Child Care Needs Assessment*. In 2022, the Council retained Brion Economics to complete a needs assessment that included estimates of child care supply and demand at the City and County level, a parent survey, a workforce survey, and economic analyses related to increasing the child care workforce and raising wages for those workers.

In case you have not already seen the results of the needs assessment, some of the highlights for Brisbane are as follows:

- With new proposed developments and job growth in Brisbane, there is projected to be a shortage of 1,134 child care spaces for children ages 0-12 by 2032. This shortage is for families of all income levels in Brisbane who are working and could use a formal child care space.
 - One of working families' greatest needs is for infant care - in 2032, only 2% of the demand for child care for infants will be met.
- The shortages are worse for families with lower incomes. In Brisbane, there is subsidized care for only 2% of the children ages 0-4 who would qualify for state child care subsidies.
 - The City needs an additional 63 subsidized child care spaces to help lower-income Brisbane residents obtain affordable child care while they work.

The full needs assessment can be found on the San Mateo County Office of Education website, <https://www.smcoe.org/about/child-care-partnership-council/needs-assessment.html>. If your city would like a short presentation on the needs assessment findings and to learn more about the Council and strategies that are being pursued to address the child care shortage, please contact Sarah Kinahan at skinahan@smcoe.org.

Sincerely,

Sarah Kinahan
Coordinator, Child Care Partnership Council

Christine Padilla
Director, Build Up San Mateo &
Chair – Access Committee, Child Care Partnership Council

From: DAN DUDLEY <alaskadanfishing@yahoo.com>
Sent: Friday, August 4, 2023 2:02 AM
To: Padilla, Ingrid <cityhall@ci.brisbane.ca.us>
Subject: Re: new business

To: To: City Council members

From: Dan Dudley email address alaskadanfishing@yahoo.com

Good day,

I ask that you add this additional information to all city council members consideration and suggestions in locating property for the staging, storing and recharging area, for the potential of providing your constituents with a mobile electric vehicle charging service.

This company, B2U Storage Solutions, Inc. 11400 W. Olympic Blvd., Suite 200 Los Angeles, CA 90064

[B2U Storage Solutions](#) includes “Our EPS system enables the EV batteries to be easily installed in outdoor rated, thermally controlled cabinets in the original pack casing, utilizing the pack’s existing battery management system, eliminating repurposing costs.” “all powered from onsite solar”



These EV battery packs, using onsite solar, may be able to be utilized as the power source for any potential staging and storage site, and used for the recharging capability of the individual EV charging mobile trailer or pod units.

An additional potential use of this company's original pack casting of the used EV batteries of all manufactures of electric vehicles, including Ford, General Motors, Tesla, Rivian, Fisker, Toyota, Nissan, Hyundai, Kia, BMW and Audi, Polestar, Volkswagen and Mercedes-Benz, if agreements were made with them, is in "The EPS system's Cabinet Controllers connect and disconnect batteries that are connected in series and parallel strings, so that weaker batteries with lower capacity do not limit the output of stronger batteries. This approach enables our system to achieve efficient energy yield despite the variance in capacity, inherent in second life batteries."

In this potential for additional capacity and sources of systems for mobile EV charging, it may be possible to include these B2U Storage Solutions using one or more of these second life batteries to be manufactured in the individual trailer or pod systems, if again agreements were made with the USPTO approved Patent holder(s) of No. 12/847,354, Kamen et al US PGPUB 2011/0025267.

Best regards,

Dan Dudley

On Sunday, July 30, 2023 at 11:50:31 AM MST, DAN DUDLEY <alaskadanfishing@yahoo.com> wrote:

If you agree that this would benefit your constituents to have the option of using this service, and all the all the additional new job opportunities it will provide, I ask that you forward this to Tesla and/or any additional auto manufacturing companies, to send proposals to provide the customer service, additional infrastructure and battery systems for this.

All city council members may consider that if you are willing to agree to show a commitment to

the potential of approving the property for this staging and storage, with the overhead covering or rooftop solar panels to be used as a source for the recharging of these mobile EV battery systems, that every auto manufacture that sells electric vehicles in this country may also agree to commit to reallocate the portion of their battery manufacturing capacity to the designs for "a mobile electric charging service" that are detailed in this USPTO approved Patent No. 12/847,354 by Kamen et al US PGPUB 2011/0025267.

Best regards,

Dan Dudley

On Friday, July 28, 2023 at 06:43:17 PM MST, DAN DUDLEY <alaskadanfishing@yahoo.com> wrote:

To: City Council members

From: Dan Dudley email address alaskadanfishing@yahoo.com

Good day,

As city council members, working with additional departments and officials, are the ones who make decisions regarding new business and land use, I ask that you review this information

and for your opinion if this service would benefit your constituents.

I filed a patent with the title of -Providing a Mobile Service For Charging The Batteries of Electric Vehicles- on 05/14/2021 with USPTO confirmation No. 6207, as I believe that adding this mobile service would have a positive impact, and promote the ownership and future sales of electric vehicles.

Even after the years it may take to install as many public stationary EV charging stations as there are gas stations, and the goal of having some available every 50 miles on interstate highways, this Mobil EV Charging Service could continue to provide a major contribution, as many may either be full charging other EV's with owners having to wait to plug in, or not all charging ports operating for need of repair.

Persons with Electric Vehicles would have the convenience of ordering this service to be delivered to their vehicle while at a restaurant, theater, the office, a hotel or apartment or home without any Electric Vehicle Charging ports.

How many parents knowing that their daughters or sons who may drive electric vehicles, learn of their vehicles only having a partial charge and without access to a charging port, need to make an overnight trip. These parents would have the opportunity to order this Mobile Charging service so they would not need to stop in the middle of the night to recharge by themselves at a public charging station.

I recently received a notice from a USPTO Examiner that my claim was rejected as being clearly anticipated by Kamen et al US PG PUB 2011/0025267 – (USPTO approved Patent No. 12/847,354) Regarding claim 1, Kamen discloses a mobile electric charging service [figs. 1-2 & 5; par. 33; a charging vehicle 104 can charge another vehicle 102, thus a “mobile electric charging service”]

This Patent No. 12/847,354 also includes [0029] A "charging device" or "charging station" may be stationary, parked, mobile (such as a portable trailer or a pod), “the charging vehicle 104 may include any power source, including but not limited to, any external or internal combustion generator, solar panels or fuel cells.”

Mr. Kamen and additional listed patent holders have the option of applying these mobile charging applications themselves, to come to agreements with others to provide the customer service and additional infrastructure and battery systems, or for the reassignment and transfer of ownership of this patent.

I have been in contact and sending information and suggestions to holders of Patent Number - 12/847,354 via <http://www.dekaresearch.com/contact-us/#1470173215984-9d6b4822-ce42>

And US mail to Correspondence address - DEKA Research & Development Corp.

340 Commercial Street Manchester, NH. 03101 603.669.5139, also to the auto manufactures of electric vehicles, including Ford, General Motors, Tesla, Rivian, Fisker, Toyota, Nissan, Hyundai, Kia, BMW and Audi.

This patent holder could choose to apply any of the specific methods and systems of charging electric vehicles. This may include a large capacity battery with the capability of charging an electric vehicle (similar to the Tesla Powerwall) manufactured with the North American Charging Standard (NACS) connectors and adapters for Combined Charging System (CCS-1) connector.

These large capacity battery systems could then be retrofitted to any of the existing roadside assistance fleet of vehicles (similar to AAA roadside assistance).

In the potential for additional mobile EV charging capability, the trailer or pod detailed in patent No. 12/847,354 could be designed and manufactured to include any type of battery with the self- contained charging capability and connectors, then possibility using the ridesharing business model similar to Lift and Uber, hire, and dispatch these independent contractors in any of their personal vehicles that have towing capabilities.

In the rural areas of your state, these independent contractors who would like the job opportunity to provide this mobile EV charging service may have the space available to store these trailers or pods, and recharge them by plugging into their home electrical power supply. This could also be accomplished in using solar panels installed on top of these self- contained chargers, and perhaps adding additional recharging capacity to these units using portable ground placed solar panels.

In your city where any potential independent contractors may not have this space, I ask if you would consider to begin to locate state, city, or privately owned property that could be used for the staging, storing and recharging area for these EV charging portable trailers or pods, which could also include overhead coverings, or rooftop solar panels installed and used as a source for this mobile EV recharging capacity, saving your state power grid supply.

I would appreciate your response as an incentive for the potential of this patent holder to begin to apply for the Bipartisan Infrastructure Law that invests \$7.5 billion in EV charging.

Best regards,

Dan Dudley

From: Steve Kerekes <stevejkerekes@gmail.com>
Sent: Saturday, July 8, 2023 9:50 AM
To: Council Members <CouncilMembers@ci.brisbane.ca.us>
Subject: code enforcement

I have a question. The other day I called the code enforcement officer about a couple of RVs that have been parked in peoples front yards for years and having been a member of the parking and traffic committee years ago I know that is not up to code. What I was surprised that when he checked with I guess the city attorney or city manager I'm not sure which, and they said that unless I filed a formal complaint, they will not enforce the code. This also applies to cars that have been parked on the street for many many months.

I was told that the directive from the powers that controls such things says that the code enforcement is **reactive, not proactive**. Meaning, unless they get a complaint, they will not move on a violation. I really don't understand the thinking behind this. I mean if the police drives by the same car for a year that is covered in cobwebs and leaves they won't cite it unless someone complains?????

One of the major complaints in town is cars left on the street for months or years without moving. **I'm curious why is this allowed?** I've never heard of another city enforcing the law in such a way.

I wonder why it is the neighbors of these cars and RVs and other code violations that have to be the ones to report. While I don't want to see enforcement such as they have in San Francisco but there has to be a happy medium. From my desk here I'm looking at a car that has been parked for a year or two in the same place. I called PD a couple of years ago, and the car was moved for about two days and then re-parked in the same spot.

I plan to attend the city Council meeting to address this situation, but perhaps there is a excellent plausible explanation for this situation that you could explain so I won't have to waste the city Council's time.

Thank you,
Steven Kerekes
103 Ross way