

80 N. Patterson Appeal: Recap

Traffic Complexities, Gateway Compatibility, Uncertainty of Intensity

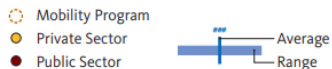
- It's always been a **challenging site**. No traffic engineer would design and intersection like this one
- **Over-reliance** on County and Cal-Trans ROW for landscape buffer
- **Parking lot in front** not consistent with the western side of Patterson as a gateway project
- **Director's Report** issued in spite of a history of controversy
- Mailed noticing to only **12 residences**
- As I've said before, the architecture is **aesthetically pleasing**
- **Inadequacies** of the traffic report
- The **uncertainties of use and occupancy load**, combined with **driving complexities** and confirmed **collision data** are key reasons for supporting this appeal and backing **225 neighbors**

Occupancy, parking, and uncertainty of use

BENCHMARKING: INDUSTRY SECTORS

This chart illustrates the average space allocation rate for each industry sector based on USF per total personnel.

Legend

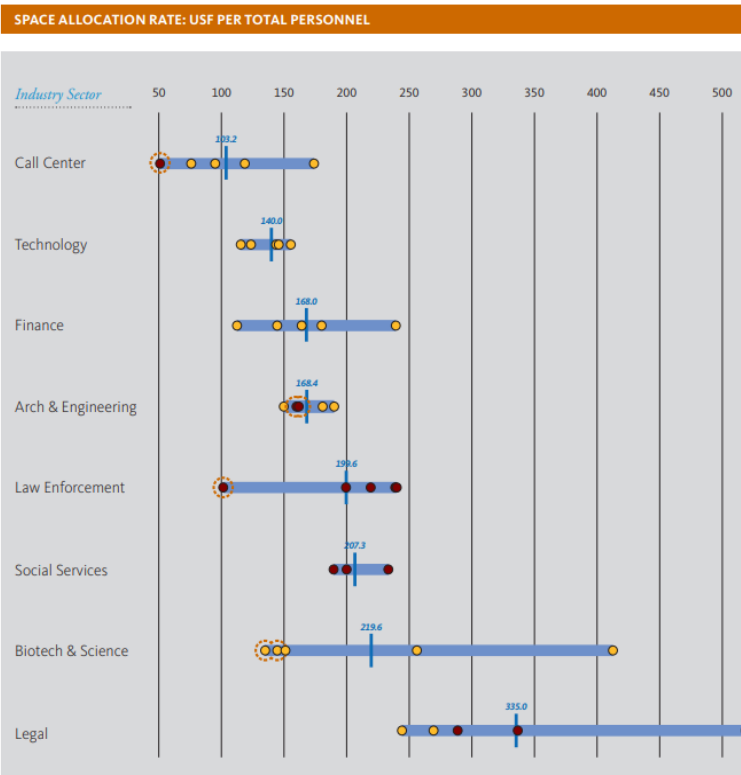


KEY TAKEAWAY #1

The Call Center sector has the lowest average space allocation rate at 101 USF per person. The Legal Sector has the highest average at 335 USF per person.

KEY TAKEAWAY #2

The Biotech & Science and Legal sectors display the greatest range in space allocation rates. The A/E, Technology, and Social Services sectors display the most consistent space allocation rates.



Space Calculations	
Total size	6,723.0
Tech worker/sf	140.0
Total potential workers)	48.0
Total size	6,723.0
Call Center worker/sf	103.2
Total potential workers)	65.1

- GSA.gov loads between 48 and 65 employees
- 23 parking spaces (neighborhood parking and traffic implications)
- 2 bathrooms

March 2012

Workplace Standards Benchmarking

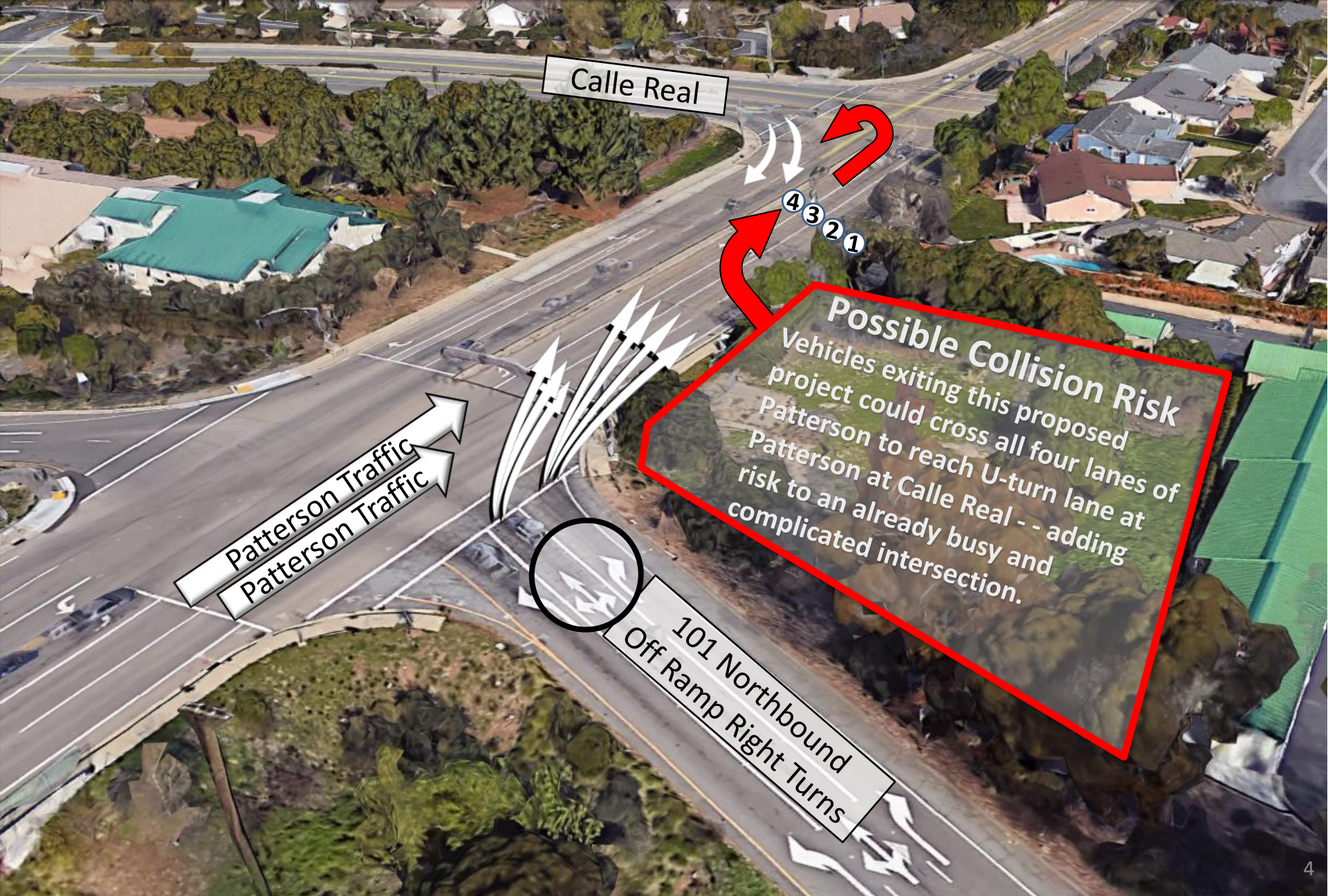
gsa.gov/cdnstatic/Workplace_Standards_Benchmark.pdf

80 N. Patterson Appeal

Traffic Complexities, Gateway Compatibility, Uncertainty of Intensity



- Patterson northbound traffic crests over 101, focused on lane changes and merging traffic from 101
- **At 45 mph posted speed limit, that distance is covered in 1.5 seconds**



Calle Real

Patterson Traffic
Patterson Traffic

101 Northbound
Off Ramp Right Turns

Possible Collision Risk
Vehicles exiting this proposed project could cross all four lanes of Patterson to reach U-turn lane at Calle Real -- adding risk to an already busy and complicated intersection.

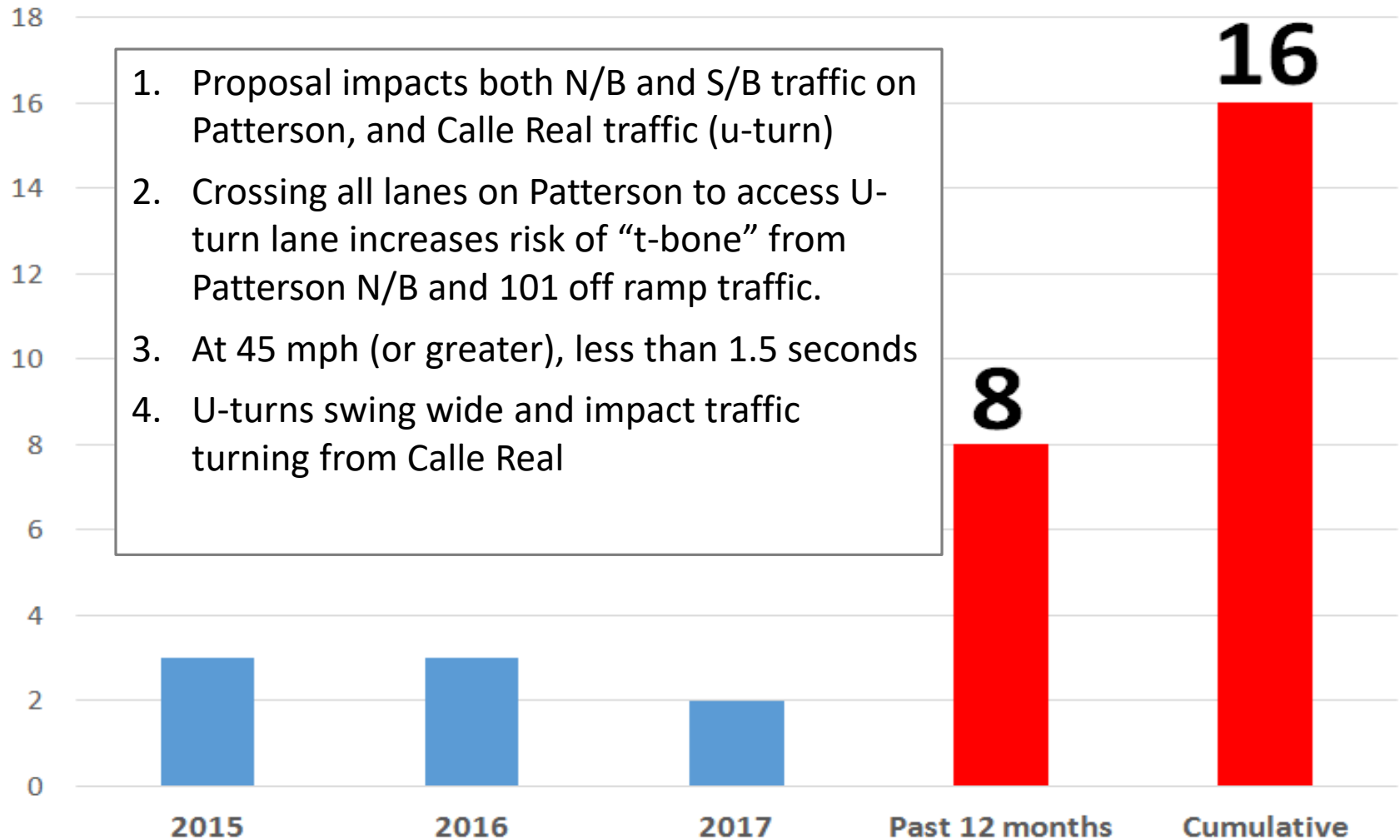
80 N. Patterson Traffic Realities:

"...in my view, a very clear and present danger of collisions."

Planning Commissioner Michael Cooney (4/25/18)

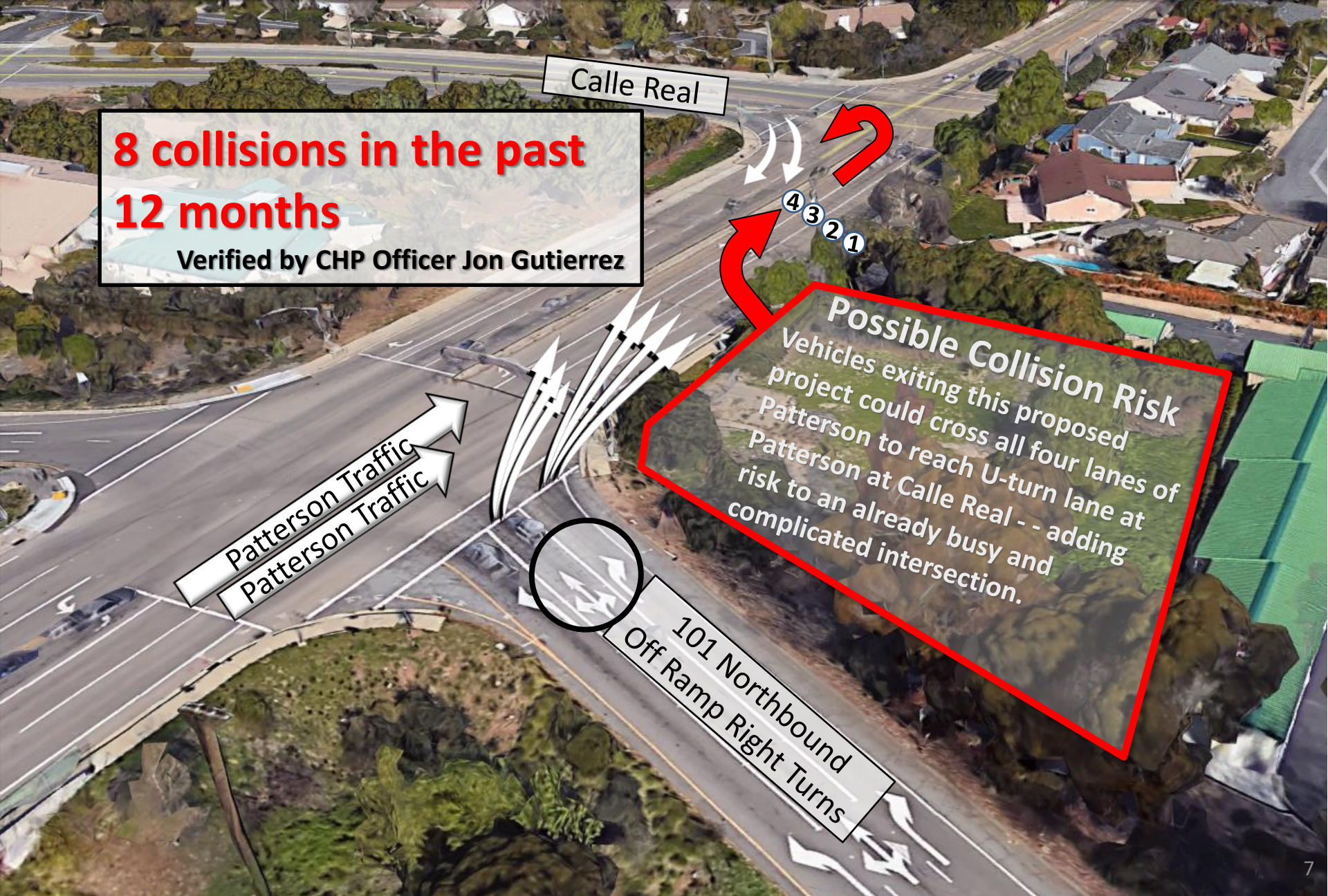
CHP Traffic Collision Reports

Patterson Ave between 101 and Calle Real
Confirmed by CHP Officer Jon Gutierrez



It's Not a Safe Bet

- The **traffic study does not address** turning movement counts, maximum north bound and south bound queues between intersections, gaps in traffic flows (north and south), timing between off ramp and proposed driveway
- **Inaccurate narrative on collisions.** BOS and perhaps other decision-makers relied on incomplete data
- Actual CHP **collision data** shows problem **increasing**
- Indicates the need for an **environmental document on traffic** for this or ANY future project
- Approving this is **not a safe bet for the neighborhood.** With the collision data, and by approving traffic flows at potentially a 90 degree angle, it's possibly a **collision liability for the County and taxpayers.**
- **Support the appeal, deny the project,** conduct a thorough traffic study (directed by County not applicants), and let the applicant come back with an appropriate proposal



Calle Real

8 collisions in the past 12 months
Verified by CHP Officer Jon Gutierrez

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