

LATE  
DIST

#3

# 80 N. Patterson Appeal

traffic complexities and gateway compatibility



80 N. Patterson Appeal:

Thousands Use Patterson



# Neighborhood Noticing



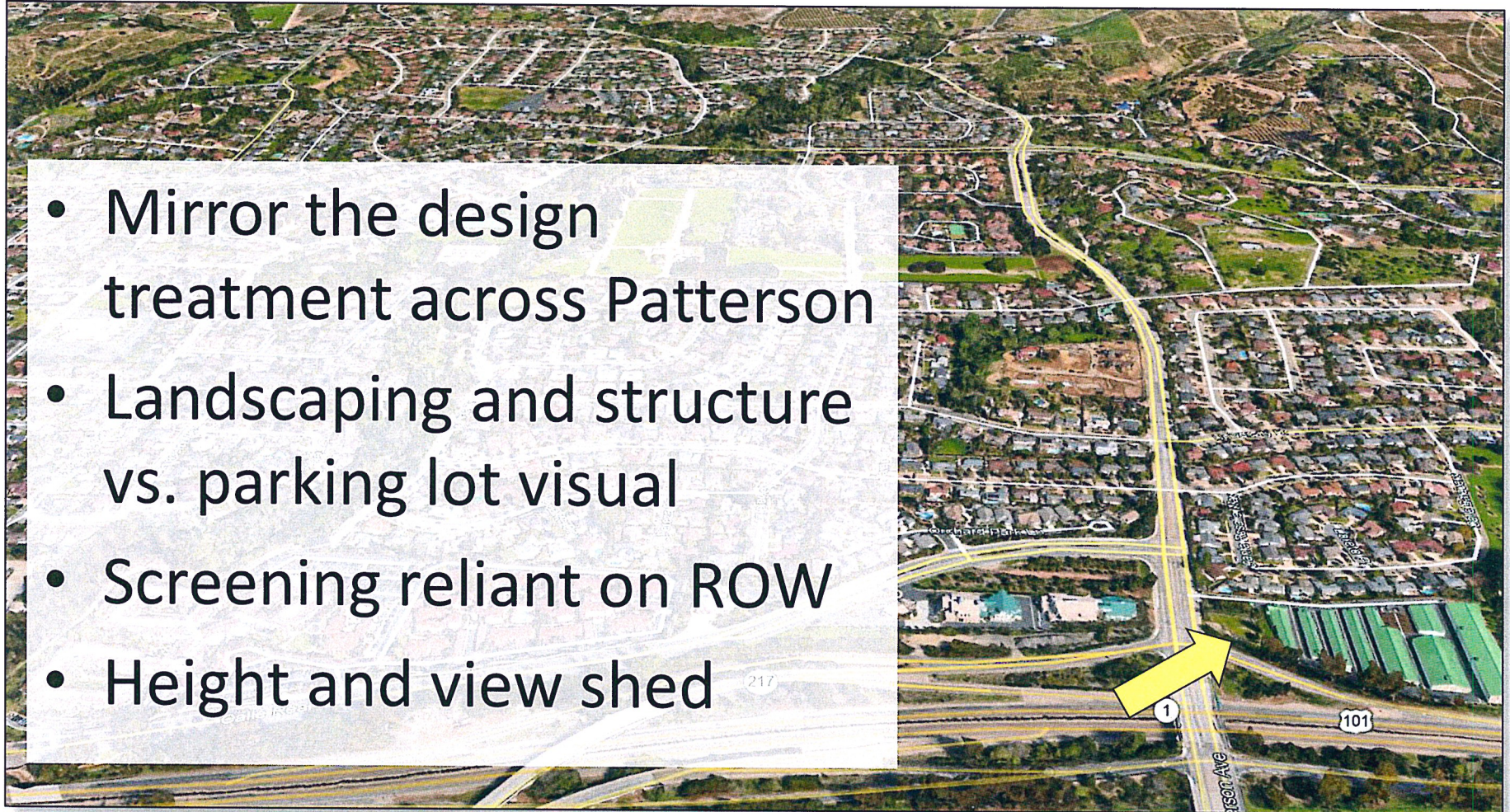
- 300' mailing radius  
Planning Director's notice to approve (11/28/17); Planning Commission (4/25/18)
- More than 75% of noticed area either County, Caltrans, or 2 commercial owners
- Residences from our neighborhood did not receive a mailed notice until the Sept 2018 SBAR hearing



# Gateway and Design

Visual corridor into residential neighborhoods

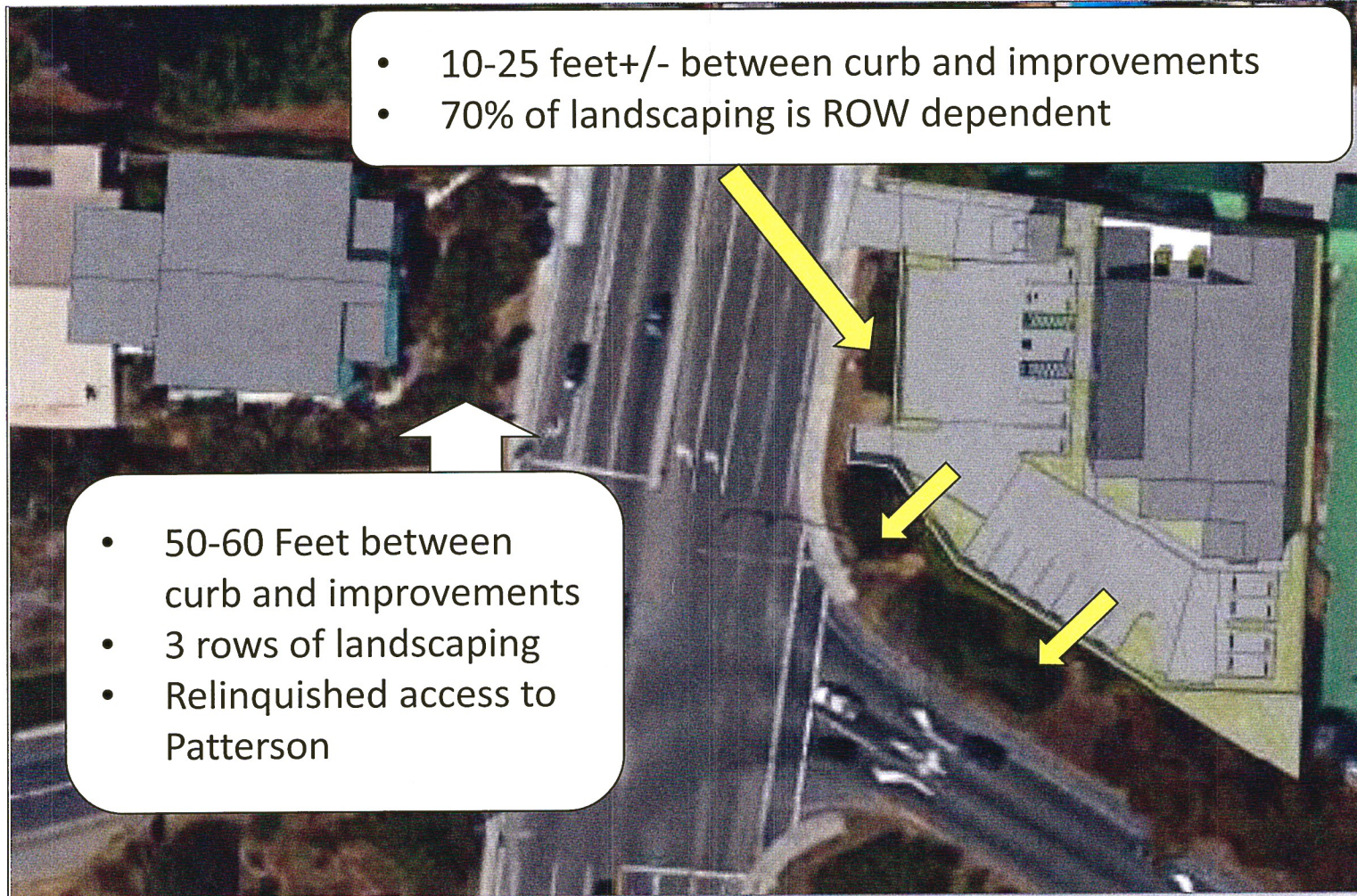
- Mirror the design treatment across Patterson
- Landscaping and structure vs. parking lot visual
- Screening reliant on ROW
- Height and view shed





# Gateway and Design

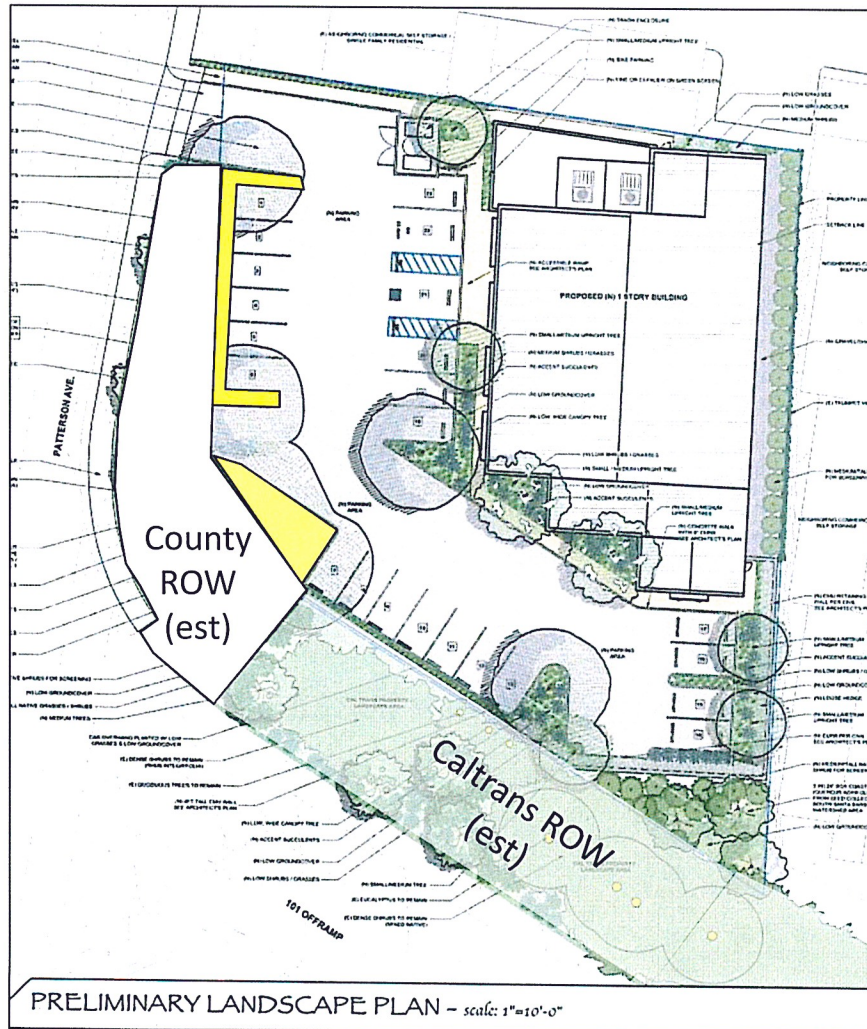
Mirror the distances from across Patterson





# Gateway and Design

Landscaping to Screen Patterson Overly Dependent on Right of Way



1. Area in yellow indicates landscape screening not in ROW (est)
2. Area in white landscaping in County ROW (est)
3. County and Caltrans easement status?





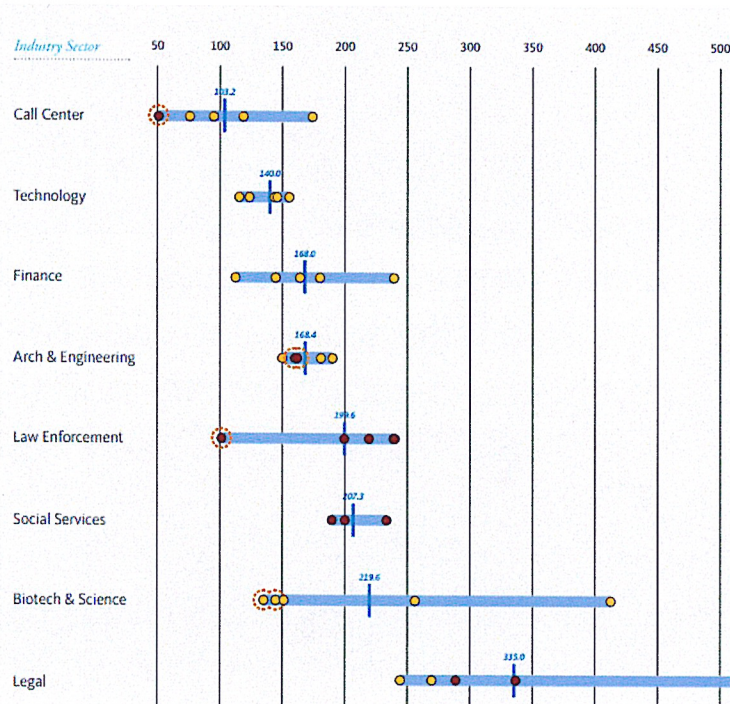


# Occupancy, parking, and future use

## BENCHMARKING: INDUSTRY SECTORS

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

### SPACE ALLOCATION RATE: USF PER TOTAL PERSONNEL



#### Legend

- Mobility Program
- Private Sector
- Public Sector
- Average
- Range

#### 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.

March 2012

Workplace Standards Benchmarking

gsa.gov/cdnstatic/Workplace\_Standards\_Benchmark.pdf

### 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 (implications for impact on neighborhood parking)
- 2 bathrooms

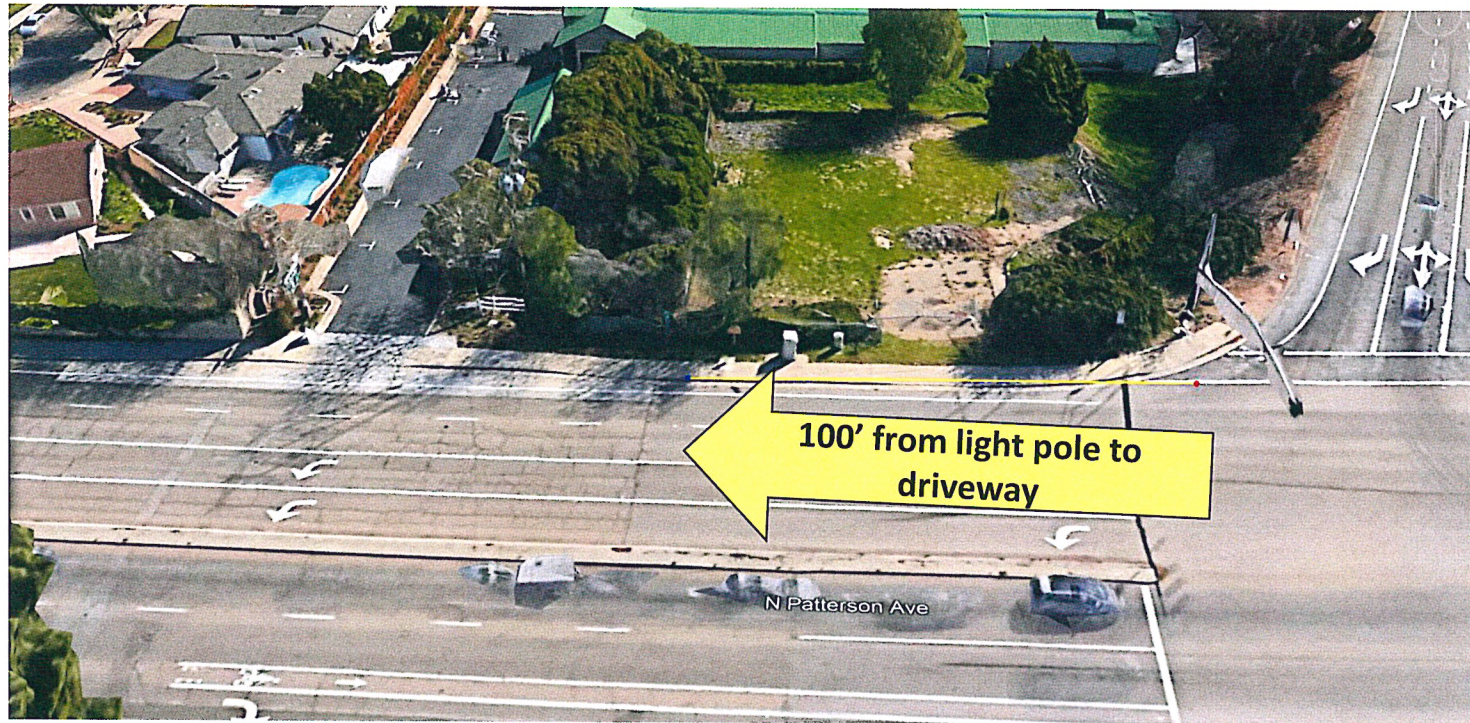


# Traffic complexity and driver behavior reality





# Traffic complexity and driver behavior reality



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

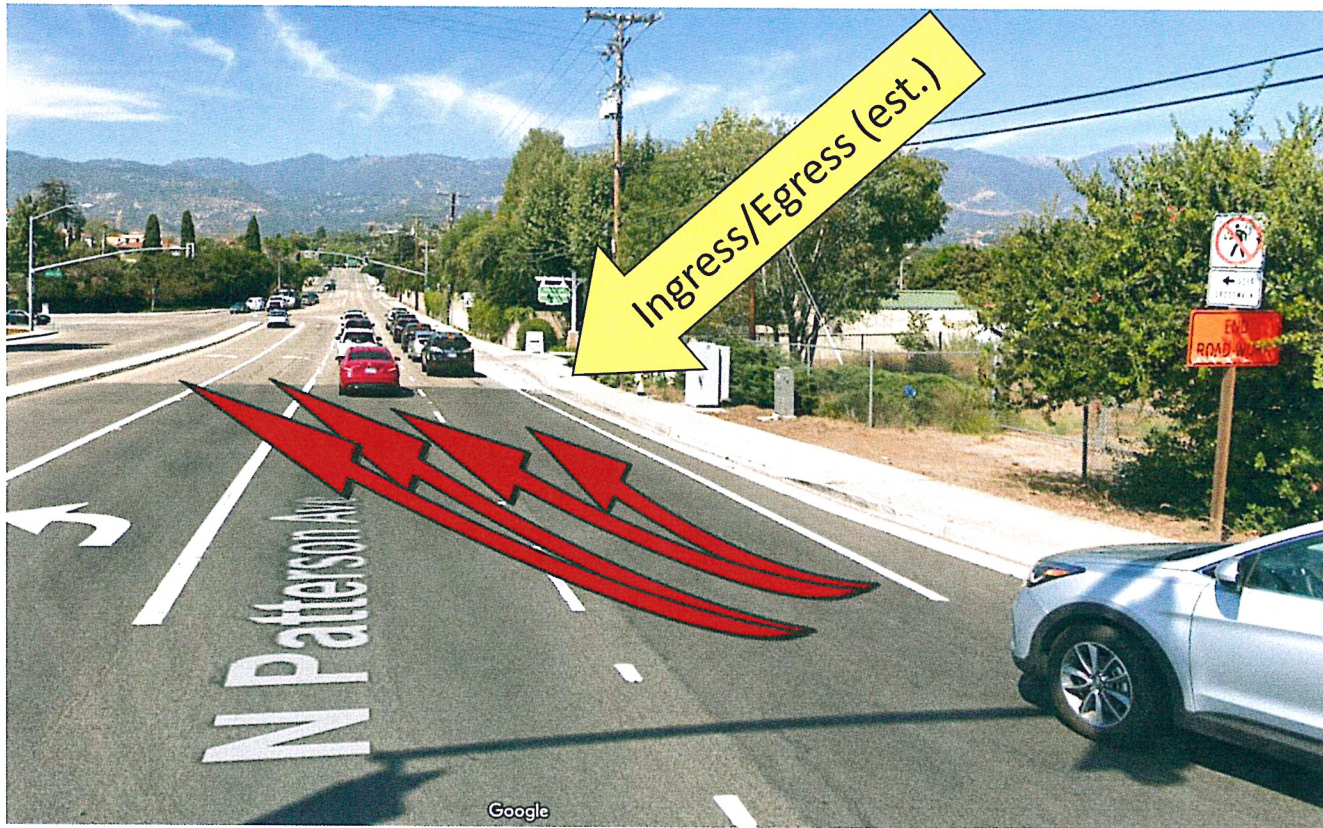


# Traffic complexity and driver behavior reality

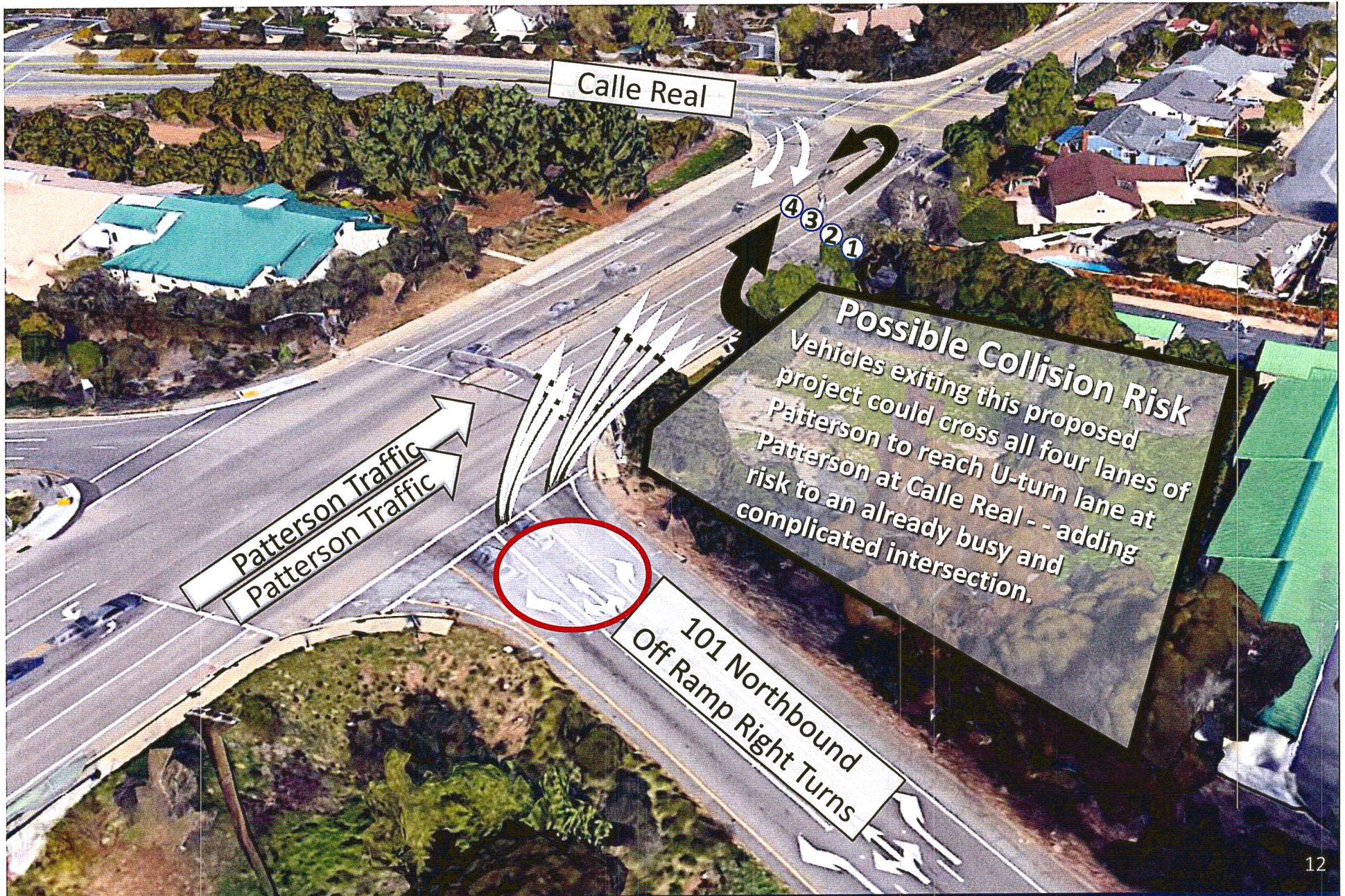




# Traffic complexity and driver behavior reality







80 N. Patterson Traffic Realities:

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

Planning Commissioner Michael Cooney (4/25/18)



# Michael Cooney and Neighborhood

*“...in an attempt to go back on the freeway (from the proposed project)...I had to go across (Patterson Ave) two lanes of traffic not marked for that turn, and reach 2 lanes of traffic which would allow me to make the U-turn. **It was very risky.** I had to wait for traffic to break, and then when it did I **raced a car that was coming pretty fast over the overpass to get to the turn lane.** The traffic study here says that cars exiting right out of the (Project’s) one-way driveway (on to northbound Patterson) would, to change directions, use that corner (Patterson at Calle Real) and that U-turn opportunity. So we’re already, in my view, suggesting a very questionable traffic issue. I’m not sure that our traffic study has been reviewed beyond the “shell” office building....**in my view, a very clear and present danger of collisions.**”*

*Planning Commissioner Michael Cooney  
(4/25/18 hearing, emphasis added)*

***“Please overturn the Dec 5<sup>th</sup> Planning Commission decision  
on the development at 80 N. Patterson”***

**Signed by 142 residences representing 195 Patterson neighbors**

80 N. Patterson Traffic Realities:

*“...in my view, a very clear and present danger of collisions.”*

Planning Commissioner Michael Cooney (4/25/18)