



HEXAGON TRANSPORTATION CONSULTANTS, INC.

July 12, 2023

Mr. Richard Dewey
RLD Land, LLC
240 Lorton Avenue, 4th Floor
Burlingame, CA 94010

***Re: Response to Transportation Comments from 6/28/2023 Planning Commission Meeting
for the Proposed Residential Development at 702 Ellsworth in Palo Alto, California***

Dear Mr. Dewey:

Hexagon Transportation Consultants, Inc. attended the Planning Commission meeting dated June 28, 2023, for the proposed new house at 702 Ellsworth in Palo Alto, California. Some Commissioners and the public raised a handful of transportation questions. We also received subsequent written comments on our traffic report. This letter provides general responses to the public hearing and subsequent written comments. It should be noted that some public comment questioned Hexagon's objectivity because we were hired by the applicant. It was explained at the meeting and should be reiterated here that our transportation analysis was reviewed and approved by the City's transportation staff. One written comment questioned whether Hexagon visited the site. Hexagon visited the site three times in May and June 2023.

Loading Space. The Commission asked about ease of access to the proposed loading space that would be delineated on the apartment site. To facilitate access, the location of the loading space has been changed as shown on the attached diagram. The turning diagram shows ingress and egress for a large delivery truck (SU-30 classification). The truck could either back in and head out or vice versa. Backing in or out would require some jockeying, as is typical for on-site loading zones. The diagram also shows access to the loading zone for a smaller delivery truck or van (19 feet in length). Access would not require jockeying and would not require use of the single-family home driveway.

Ellsworth Width. The public commented that Ellsworth is too narrow for two-way traffic, especially at the intersection with Middlefield Road. This is not true. Residential and multi-family driveways may be a minimum of 20 feet wide, which is the exact width of Ellsworth Place. Wider driveways are easier for cars to maneuver but are less safe for pedestrians and bicycles. We understand the applicants have agreed to widen the existing 20 foot paved width of Ellsworth to a total of 24 feet along a portion of the applicants' properties' frontages. This widening requires the 2901 Middlefield owner to encumber 2'-6" of his property for approximately 35 feet in length and to relocate a utility box and requires the 702 Ellsworth owner to encumber 1'-6" of his property for approximately 40 feet in length. These described areas would be paved in a material to match that of Ellsworth Place. In addition, the curbcut at Middlefield and Ellsworth would be broadened to provide a two-foot flare on each side of the approach for a total width of 28 feet at the mouth. The attached turning diagram shows cars at the slightly wider Ellsworth/Middlefield intersection. It is possible for cars to turn into and out of the driveway simultaneously.

Sight Distance. Because vegetation had been allowed to grow on the lot at 702 Ellsworth, sight distance was compromised. With the proposed project, that problem would be corrected. The project proposes to maintain sight distance triangles of 35 feet measured from the edge of Middlefield Road, in accordance with City standards. Structures and vegetation generally are



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allowed within the sight triangles provided they are three feet tall or less (or greater than seven feet). City staff have researched sight distance in the field and have determined that because of the slight slopes on Ellsworth Place and Middlefield Road, the proposed 3-foot fence should be installed at least 4 feet from the back of the sidewalk on Middlefield Road. Furthermore, staff have determined that only low groundcover (less than one foot in height) should be permitted between the fence and the curb on Middlefield. The proposed homeowner has offered a slatted fence that could be seen through. While not required, this would help further with sight distance. The 35-foot sight triangles are designed so that exiting motorists can see pedestrians on the sidewalk. Once motorists see a clear sidewalk, they pull forward across the sidewalk to see vehicles on Middlefield Road. This is typical of all driveway intersections. Visibility along Middlefield Road is good.

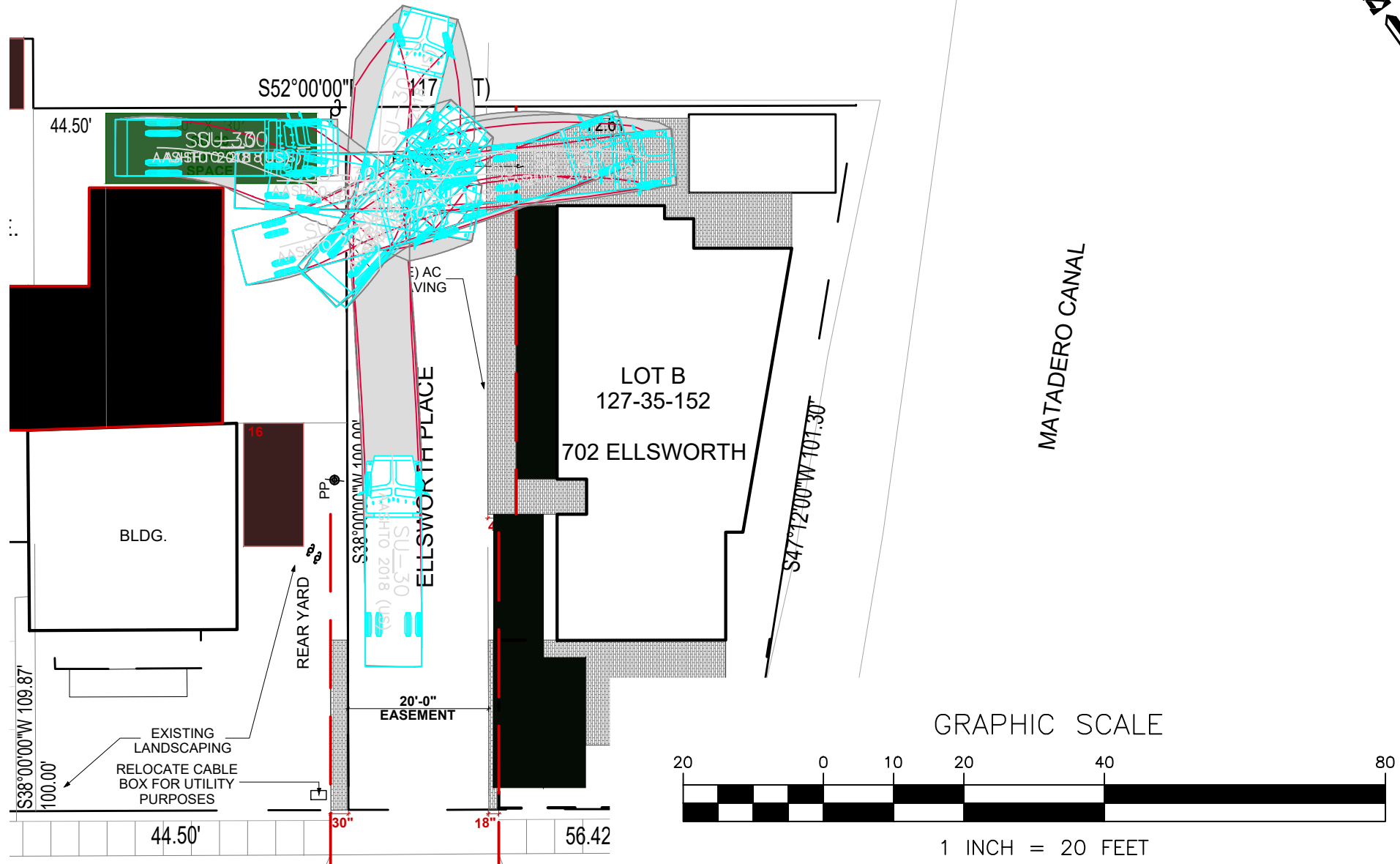
Other Ideas. The public offered other ideas to help turning into and out of Ellsworth Place, including bike lanes on Middlefield Road and mirrors. Bike lanes would not affect access to Ellsworth Place one way or the other. The curb lane on Middlefield Road already is wide enough to facilitate turns. Mirrors would not help visibility and are not an approved traffic control device.


My colleague Ollie Zhou will be present at the continued July 12th Planning Commission hearing and available to answer any additional questions. We appreciate the opportunity to continue to work with you on this project. If you have any questions, please do not hesitate to call.

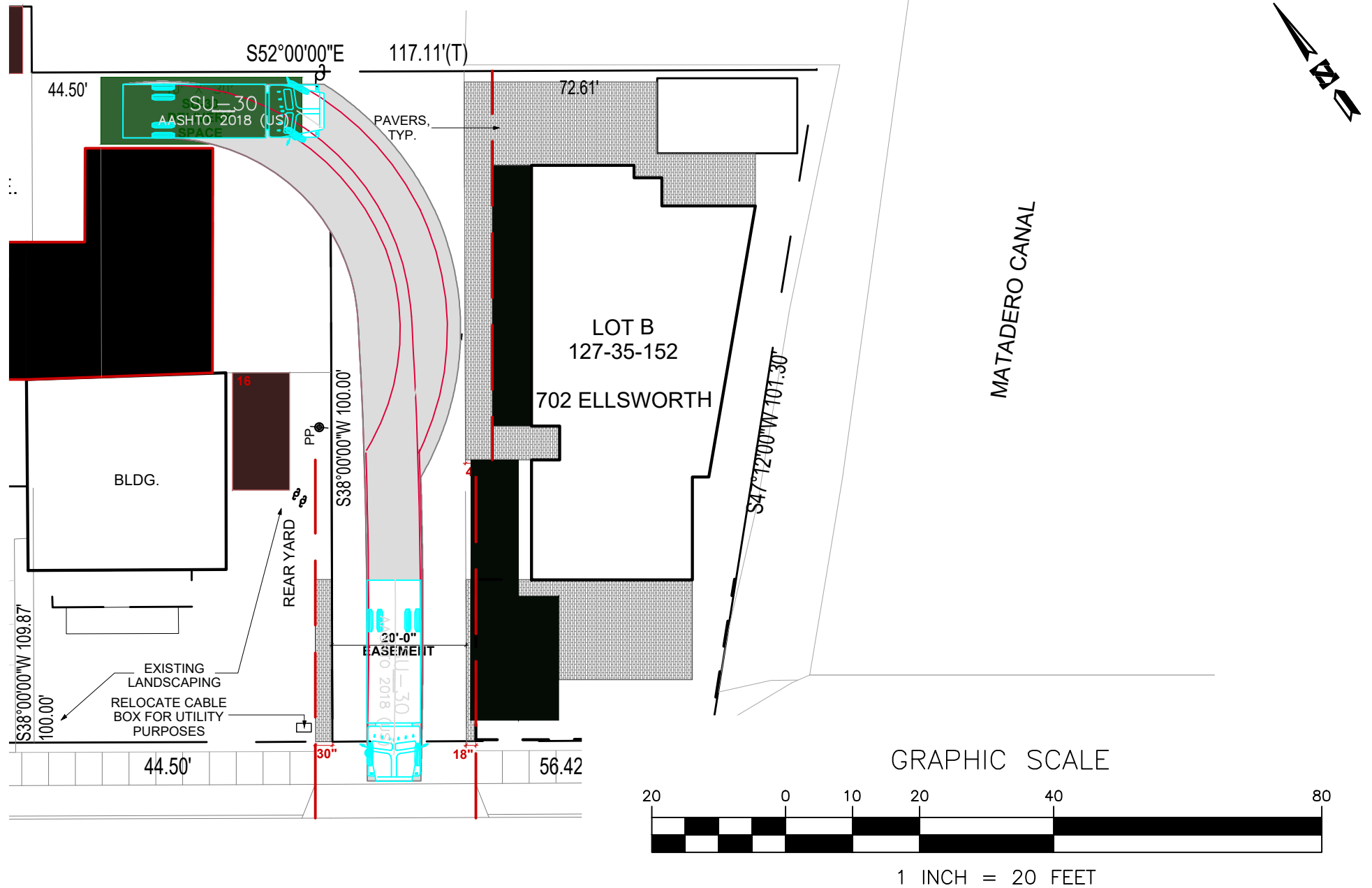
Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

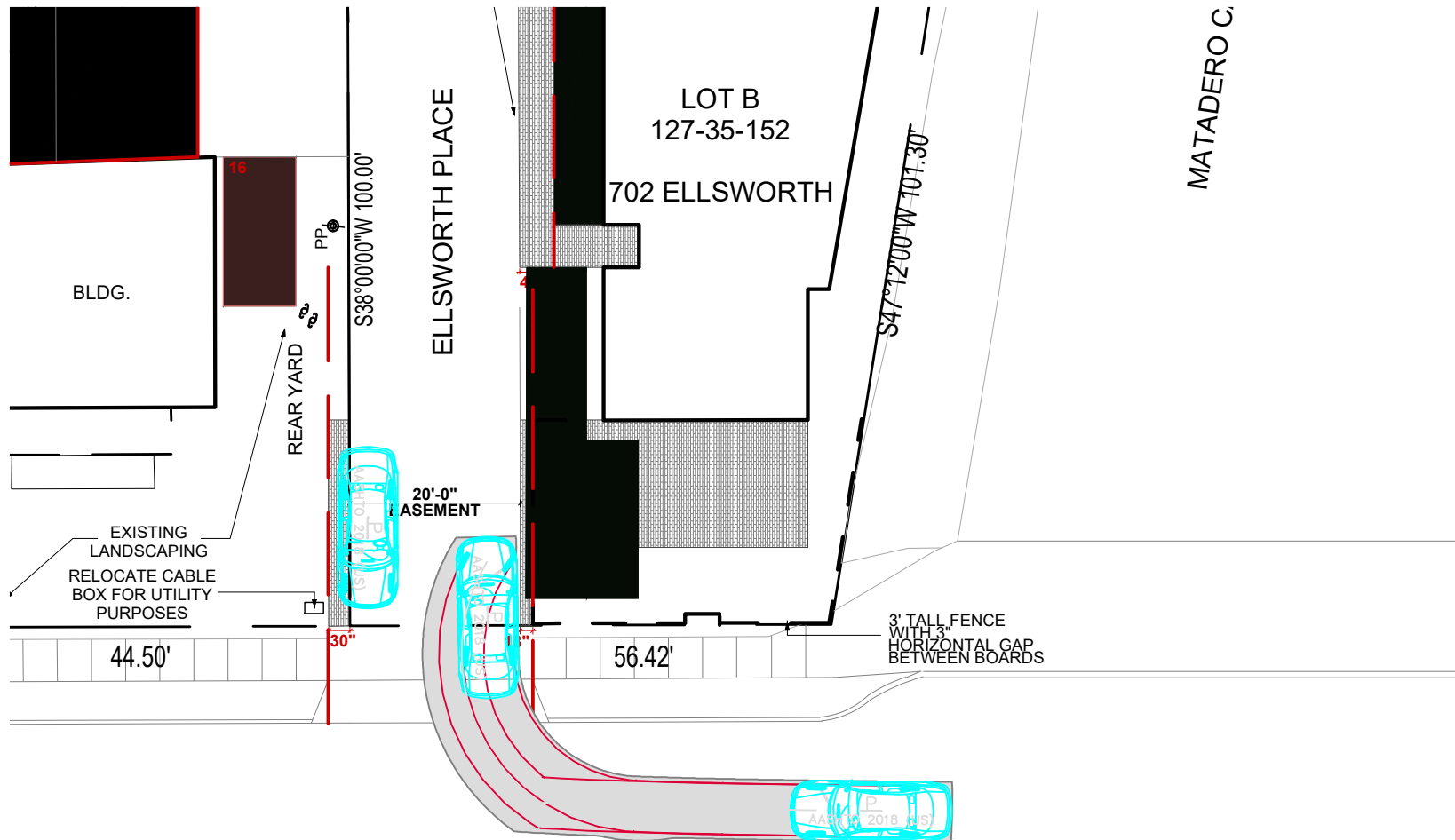
Gary K. Black
President




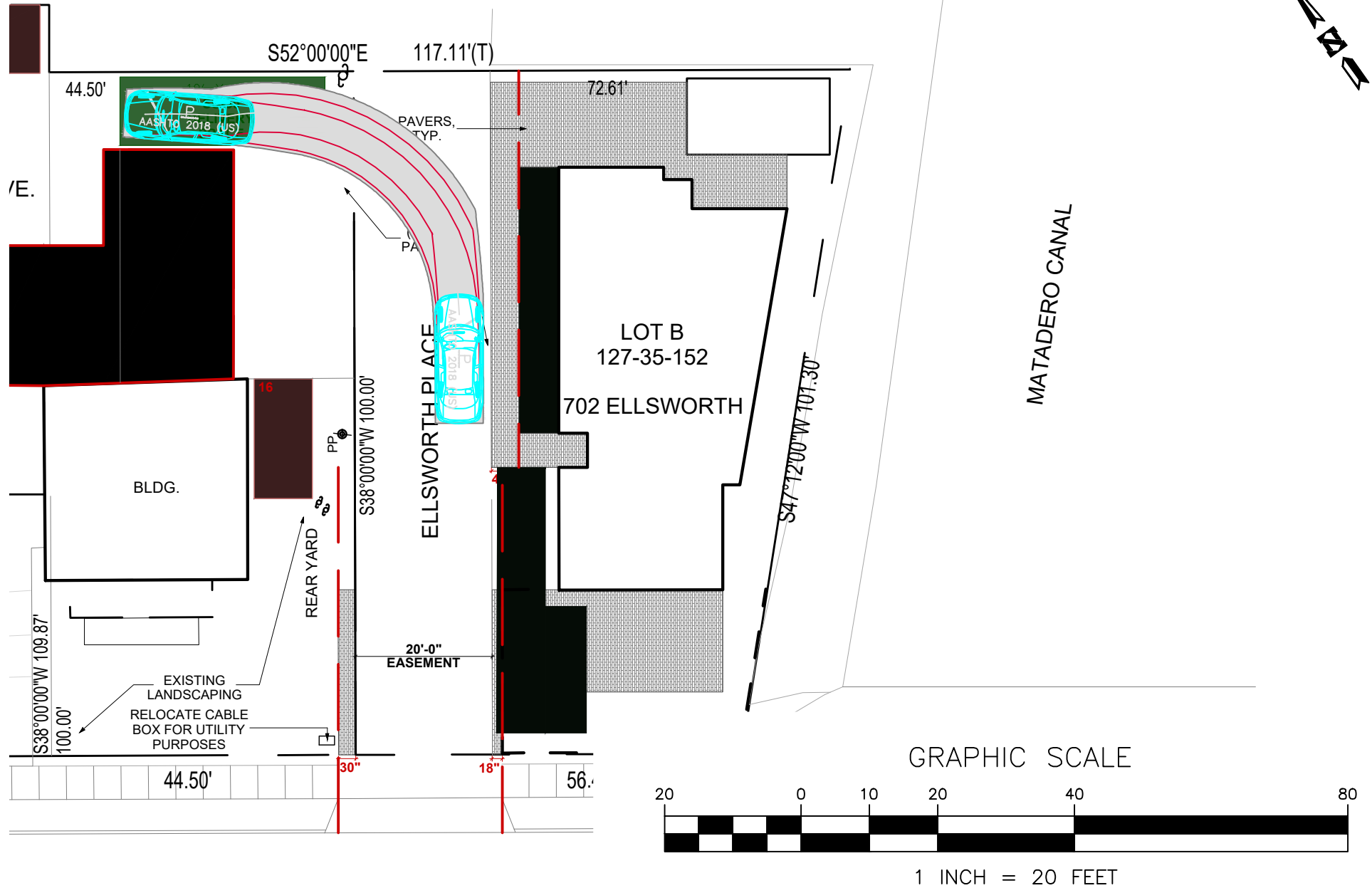
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| DRAWN J. CHANG | SCALE 1" = 20' |  HEXAGON TRANSPORTATION CONSULTANTS, INC. <small>100 Century Center Court, Suite 501 San Jose, California 95112 PH: (408) 971-6100 www.hextrans.com</small> | CITY OF PALO ALTO 702 ELLSWORTH PLACE TRUCK TURNING TEMPLATE | FIGURE NO. 1 |
| CHECKED | DATE 7/10/2023 | | | |




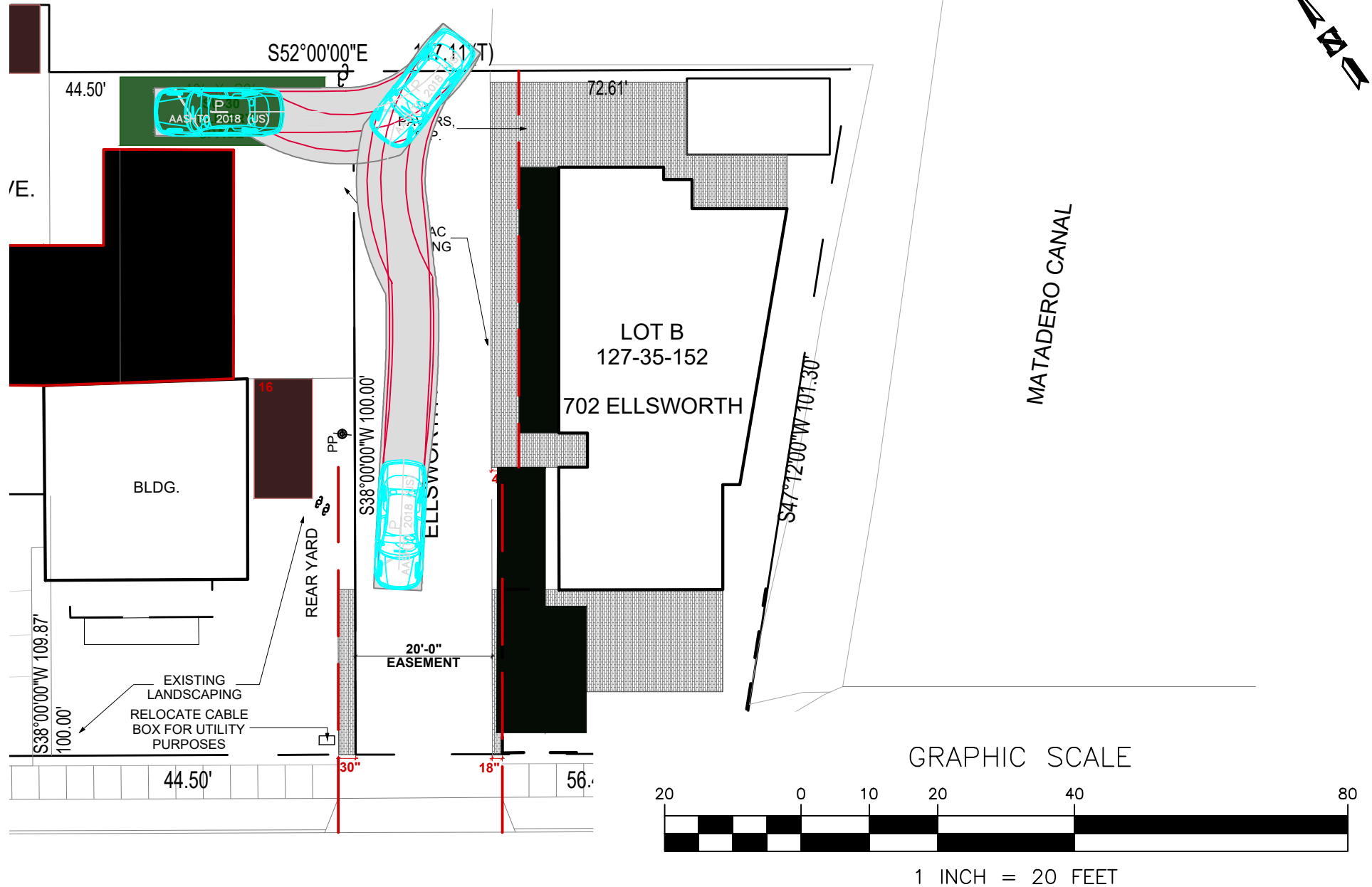
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| CHECKED | DATE 7/10/2023 | | 702 ELLSWORTH PLACE TRUCK TURNING TEMPLATE | 2 |




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| CHECKED | DATE 7/10/2023 | | 702 ELLSWORTH PLACE TRUCK TURNING TEMPLATE | 5 |