



January 22, 2018

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46 N. Second Street, Suite A
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**Subject: South Bascom and Woodard Gas Station, Convenience Store,
Carwash and Office Project, File No. CP16-035**

P17019

Dear Mr. Levinson:

I understand the above referenced matter is coming back to City Council on January 23. I have read the staff memorandum and the memorandum by Councilmember Rocha, both dated 1-19-18. In my opinion, these memos, which in essence approve the Project with the carwash deleted, are about the best resolution that concerned neighbors could expect.

I also understand that there was some notion that placing some speed humps on Woodard Road and some more traffic signs in the area would solve traffic problems. This seems ill advised since there is no inference that the problems are traffic speed-related or related to a lack of motorist understanding. The real problems are the intensity of vehicle and pedestrian traffic in some time periods and the complex and potentially hazard of movements to and from the Project site, which are engendered by the configurations of Bascom Avenue and Woodard Road and the constraints of the site itself and the increase in the number and complexity of those movements if a large part of the site were occupied by a car wash.

In these circumstances, in my professional opinion, the best resolution is one such as now proposed in the 1-19-18 memos, limiting the intensity of activity on the Project site.

I have also seen the applicants recent e-mail letter to Council. There are at least two misconceptions contained therein. The first of those notes that, per policy, the

Mr. Benjamin Levinson

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Page 2

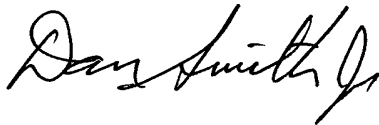
City may exempt existing gas stations from the requirement that the carwash be 200 feet or more from adjacent or opposite residential uses and implies that the Council would be unfair and unreasonable to withhold such exemption. However, a key point is that the language of the policy reads "may be exempted," not "shall" be exempted. The Council is perfectly within its discretion and within reason to conclude that a carwash that is only 25 feet from adjacent residential property should not receive such an exemption.

The second aspect concerns the policy requirement that primary ingress and egress to drive-through uses be from at least a four-lane major street. The Project site does have ingress and egress driveways to S. Bascom Avenue. But the orientation of the site plan is such that the proposed carwash directly dumps its egress traffic into the egress to Woodard Road. Woodard Road is only a 2-lane street. The egress to S. Bascom can only be reached by an obscure and serpentine path through the property. And that exit, which is only a couple feet from the limits of the S. Bascom - Woodard intersection, is often blocked by stopped or moving traffic on Bascom. So in reality, Woodard Road would serve as the primary egress from the carwash, a condition that does not comport with the policy.

If I can be of further service in this matter, please do not hesitate to call.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.