

Alex Medina

From: John Moreland <jrmoreland@gmail.com>
Sent: Thursday, May 18, 2023 1:02 PM
To: PlanningCommissioners
Cc: Robert Allarte; Council District 5; Scott Kinsey
Subject: Item No. 1 on PC Agenda Tonight

-EXTERNAL-

Hello,

I wanted to provide two comments regarding the warehouses proposed along Wardlow Road, east of Cherry Avenue. Generally, I am supportive of new development in this area, replacing the former Boeing facility, but there are two areas of significant concerns.

1) Pedestrian Safety on Wardlow Road, west of Cherry Avenue. The proposed warehouse will increase truck trips in the general area. Wardlow Road west of Cherry Avenue is not a designated truck route by the City. However, Wardlow Road may be used by truckers to get to the 405 North or 710 as that is the easiest path. Many truckers would not know that unless if signage is placed on the Cherry Avenue/Wardlow Road signal that trucks are prohibited on Wardlow. There are HUGE safety concerns with our community that cross Wardlow Road to Reservoir Park or other businesses on the south side of Wardlow Road. There are 8 unmarked intersections between Walnut and Atlantic and with up to 440 truck tips per day, something easy as this should be done to help minimize any safety impacts. I recommend that the City ask the project to be conditioned to add truck route or trucks prohibited signage.

2) I see that there was a trip generation analysis that was done for this project, but it dismisses any potential improvements to Wardlow and Cherry due to lack of ROW, city boundaries, etc. While I agree with that assessment, it does not look at if the current striping, phasing, and timing is as efficient as possible to minimize any impacts. This signal operates at a LOS E and the environmental analysis mentions this intersection as having a "significant impact." CEQA requires to look at any potential "feasible" mitigation. I recommend that the project be conditioned that the applicant shall provide a study for this intersection to see if the existing phasing, timing, and striping is the most efficient as possible within the current ROW limits. The recommendations of this study should be implemented by the developer prior to Certificate of Occupancy.

Sincerely,

John Moreland, AICP
Board Member
California Heights Neighborhood Association