

Good Morning,

I'm Cindy Moore, representing the Serra Mesa Community Council. I'm not here to protest the VA Hospital Annex. Serra Mesa has a long term relationship with the military. Military housing was built in Serra Mesa in the 1950s. So we're supportive of our neighbors, the military and veterans, which includes my husband.

I'm here to ask questions and protest Condition #37 of the CUP and the respective mitigation in the MMRP, which reconfigures Sandrock Road. Most of Sandrock is located in Serra Mesa. For the existing configuration refer to p. 2 in the booklet that was given to you.

We ask that Condition #37 be revised removing the line that states "The northbound approach shall be restriped to provide two dedicated left-turn lanes and a shared thru/right-turn lane." Or alternatively postpone the VA project decision to allow for further investigation of alternatives and consultation with Serra Mesa.

Here's the justification for revising the condition:

On your agenda today is the Kearny Mesa Community Plan update workshop. Included in the update documents is a traffic count analysis. The update traffic counts for the Aero/Sandrock intersection were conducted on a Wednesday in May 2016. The analysis by the engineering firm indicates that the intersection at PM is an LOS F. While the assessment for the VA project, with traffic counts conducted on a Thursday prior to the Labor Day holiday (approximately 2 years later) by a different engineering firm indicates the same intersection at PM is LOS E. Two different reputable firms, two different conclusions!

The expectation would be that the analysis in 2018 would indicate a worse LOS result not a better one, since the increased development in Mission Valley in the past two years has contributed to greater traffic in Serra Mesa. This comparison introduces doubt into the findings! The analyses are included on p. 3.

Since data collection results can vary with the day of the week, accidents, events, etc., it's important to consider other factors, especially local ones. One example is unintended consequences. In order to avoid being delayed by a vehicle going straight a driver could decide to make a right turn into the office building before the intersection and proceed to the exit on Aero or change their route to use Afton or Ruffin to access Aero; thus impacting other Serra Mesa roads. Refer to p. 2 and 4.

Queuing could increase on Sandrock. Vehicles that normally turn right would be unable to do so if they were behind a vehicle travelling straight. Most of northbound Sandrock is configured with one travel lane. The configuration changes to 3 lanes approximately 120 ft near the Aero/Sandrock intersection. This allows queuing for perhaps 6 vehicles. Refer to p. 2.

How will restriping to a shared thru/right turn lane improve traffic flow?

Assuming restriping does help with traffic flow the analysis indicates that the restriping is for the projected traffic out to 2035 and not near term 2020. Consequently, there isn't any immediate need to make the decision now. Will the applicant even receive a long term lease contract with VA?

Comment/question from an expert who reviewed the study: The traffic flows are asymmetric and fail to specify directionality. How many cars will be making U-turns at Ruffin Road? It's not clear how the patient/employee geographic distributions were estimated.

### **Additional Questions**

**Access to the site** – Stated in the staff report is “The proposed project conforms to this provision as access is entirely from Aero Drive and the project site cannot be accessed from residential streets.” When we looked at the site plan we didn't see any barrier that prevented driving into the parking lot from Sandrock, a residential street, and accessing the VA parking structure from that parking lot. Is access available from Sandrock? If so, the Staff Report needs to be corrected. Refer to p. 4.

**Drainage** – Additionally, when the Palladium at Aero project was approved, the community was assured that the drainage problem at the southwest corner of the Aero/Sandrock intersection when it rains would be addressed. This didn't occur. Someone on NextDoor joked that they could use their kayak there.

Here's the response from the developer of the project when questioned by the community:

“I had a chance to catch up with our Civil Engineer regarding the potential accumulation of water after heavy rains in the right of way near our project. Standing water after rain events in Kearny Mesa/Serra Mesa along Aero Drive has been a challenge for decades. Major portions of Aero Drive are flatter than most standard roads in San Diego today (less than 1%). In addition there is not ample storm drain infrastructure to convey storm water below ground.”

There's an existing problem. The drainage problem has been documented in the media, for example, a CBS posting in 2016 listed the intersection as flooded. Refer to p. 5.

Will the VA project be helping to reduce that existing problem? If not, who will address the problem? It's appropriate to talk about it today because there are a couple of other projects being proposed along Aero.

Now, I'm speaking as an individual. It would be helpful, given the current divisiveness and polarity that is so prevalent in the country, if communication, coordination, and cooperation could be fostered. I believe you, as planning commissioners, could assist in that endeavor for this project. Thank you!