

November 19, 2025

Design Review Committee Meeting

Written Public Comments

Design Review Committee

Meeting Time: 11-19-25 17:30

eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Design Review Committee	11-19-25 17:30	11	10	0	9	0

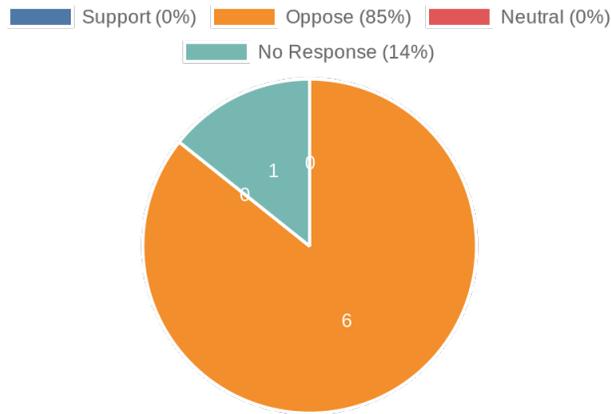
Design Review Committee

11-19-25 17:30

Agenda Name	Comments	Support	Oppose	Neutral
2. PUBLIC COMMENTS	7	0	6	0
4.1. A request to construct a new detached garage at the rear of a single-family home in the Old Towne Historic District located at 150 S. Parker Street (Design Review No. 25-0017). (Continued from September 3, 2025).	1	0	1	0
5.1. A request to demolish existing office buildings and construct a new industrial warehouse building at 2411 N. Glassell Street (Design Review No. 5154).	2	0	2	0

Agenda Item: eComments for 2. PUBLIC COMMENTS

Overall Sentiment



Guest User

Location:

Submitted At: 5:19pm 11-19-25

Hello, My name is Alyson del Hierro and I live in the neighborhood off of Fletcher at 328 E Redwood Ave. My backyard looks out to the Volt property and I have serious concerns about the negative impacts of the new building proposal. Many of these concerns have already been articulated by my fellow neighbors who have left comments, so I reaffirm all of those concerns as well. We have a quiet, peaceful, family-friendly community where our children are free to run and play with their friends. I'm concerned about their safety, and the peace in our community with the inevitable increase of traffic, noise, removal of trees, construction, etc. brought about by this new build.

Guest User

Location:

Submitted At: 5:12pm 11-19-25

Hello, I live on Redwood Ave, and I am especially concerned with the environmental impact of the trucks coming through. I also want us to maintain our privacy and maintain the tree cover and gate that helps us maintain our privacy.

Guest User

Location:

Submitted At: 4:55pm 11-19-25

My name is Andrea Tran and a resident of . All statements submitted by my neighbors below express clearly the concerns and questions I too share. Being that my backyard will be directly facing the proposed building plans, my property is at high risk of exposure to those concerns lined below. I'd like to add privacy of my private property is at risk if the "no idling" ruling is not observed.

Our neighborhood is growing with young families with children. Safety, privacy, light and sound issues, and environmental health are of highest issues that need to be thoroughly addressed as well as accountability for supposed proposals. We should be able to feel safe and continue to allow our children to play in our yards (front

and back) and walk our sidewalks without added environmental stressors. Such environmental stressors have been studied affecting the health and well-being of children. While this is a business zoned area, there is undeniably a large neighborhood that must be protected for the future of our families as well as the future of our community.

Guest User

Location:

Submitted At: 3:20pm 11-19-25

We agree 100% with these statements. We have been homeowners in this neighborhood for 30 plus years.

Tony and Karen Allen

Guest User

Location:

Submitted At: 1:53pm 11-19-25

My name is Alexandra Brown, me and my family have been residents of the neighborhood north of _____ for 27 years. I am writing in response to the Legal Notice of Design Review Committee Public Meeting regarding Design Review No. 5154 – Volt Site Industrial Project, scheduled for Wednesday, November 19, 2025 at 5:30 p.m. Unfortunately, I am unable to make it this evening but I would still like to voice my concerns.

After reviewing the notice, including the proposal to demolish three existing office buildings and construct a new nearly 300,000 sq ft industrial warehouse with 36 loading docks, an enclosed truck court, and related facilities, I would like to submit the following questions and concerns for the public record. I respectfully request that these be addressed so residents can fully understand the potential impacts of this major development.

Traffic & Circulation

1. When will the complete Traffic Impact Study be released to the public? The community cannot provide informed input without it.
2. What is the projected daily truck count, including peak-hour operations?
3. What protections will be put in place to prevent trucks from entering or cutting through residential streets?
4. Will the traffic on Fletcher be closed to idling trucks and through traffic? We've heard it's limited to emergency access only. Is there a guarantee that this will be enforced?

Noise & Operational Impacts

5. Will the City require the applicant to limit 24/7 operations, given the proximity to homes?
6. What mandatory noise mitigation will be imposed—sound walls, enclosed operations, overnight restrictions, or limits on truck idling?

Air Quality & Health

7. When will the draft IS/MND be available for public review, and will the analysis fully evaluate diesel emissions associated with 36 dock positions?
8. Will the City require anti-idling policies, air-quality monitoring, or use of low-emission/EV trucks?

Lighting & Visual Impacts

9. How will the City ensure that warehouse lighting does not spill into nearby backyards, bedrooms, and streets?
10. What visual screening requirements—trees, landscaping, walls—will be imposed to mitigate the visual impact of a nearly 300,000 sq ft structure?

Construction Impacts

11. What are the exact demolition and construction timelines, and what limits will be placed on construction hours?
12. What dust, vibration, and noise controls will be required to protect nearby homes?
13. Will construction trucks be prohibited from using residential streets?

Neighborhood Compatibility

14. How does this project comply with the residential character of the surrounding area, and what findings support its compatibility?
15. Why was this site selected for such an intensive warehouse use instead of an established industrial corridor?

Enforcement & Accountability

16. Who will be responsible for ongoing enforcement of all conditions of approval?
17. What enforcement mechanism will be used when trucks violate routing restrictions or operational conditions?
18. Will the City commit to proactive monitoring, not just complaint-based responses?

I request that this email and all questions herein be entered into the public record for Design Review No. 5154.

Thank you for your attention to these concerns.

Sincerely,

Alexandrea Brown

Guest User

Location:

Submitted At: 7:30pm 11-18-25

Design Review Committee_November 19, 2025

Re: Proposed Development at 2411 N. Glassell St (No. 5154)

To Whom It May Concern,

My name is Don Lee, and I reside at _____ living in the residential neighborhood immediately north of the proposed project at 2411 N. Glassell Street.

I regret that I am unable to attend tonight's Design Review Committee meeting, as I will be teaching a class at Orange Coast College. For background, I served as the Design Partner for Langdon & Wilson Architects in Newport Beach, where our firm specialized in the planning and design of industrial and commercial office buildings. I am familiar with buildings of this scale and type.

Unfortunately, I did not receive the project information mailed by Rexford Industrial and only recently became aware of the proposal. What has been provided to me by neighbors includes renderings of the office portion at the corner of Glassell and Fletcher, but does not include a site plan or elevations of the building facing our neighborhood.

Architectural Massing and Neighborhood Impact_After speaking with many of my neighbors, there is deep concern that the proposed building wall facing the residential neighborhood is approximately 927 feet long, 45 feet high, and only 18 feet from the property line. Except for a small section near the Glassell and Fletcher corner, the wall is largely unarticulated, featuring only painted graphics and several high slot windows.

The average home in our neighborhood is approximately 15 feet to the ridge of a gabled roof. The proposed wall would therefore appear visually equivalent to three houses stacked on top of each other—or approximately six feet taller than a typical three-story office building.

As currently proposed, residents entering our community would be greeted by a 45-foot-high, 375-foot-long wall along Glassell, and another 45-foot-high, 927-foot-long façade facing Fletcher. The scale and presence of this building would significantly diminish the visual quality of our community and, in turn, impact the value of our homes.

Traffic Concerns_Although the truck entry to the site is located at the southern end of the property, the controlled intersection at Glassell and Fletcher will undoubtedly serve a significant volume of semi-truck traffic. To date, we are not aware of any traffic study addressing this impact.

Visual Understanding_Most residents have difficulty visualizing the true impact of a building of this magnitude. One way to understand it: imagine 45-foot-high power poles placed five feet apart across a distance of 927 feet—that is the scale of the building wall the neighborhood would face.

Opportunity for Collaboration_Many years ago, our neighborhood worked collaboratively with the previous property owner to identify solutions that served both the community and the development. I—and many

others—would welcome the opportunity to engage in a similar, constructive process again.

Thank you for your consideration.

Sincerely,

Don Lee, Architect

Kevin Neu

Location:

Submitted At: 5:46pm 11-18-25

I reside at _____ in the residential zone directly adjacent to the proposed project across Fletcher Avenue. I am writing to oppose the current design of this facility. Placing a structure over 900 feet long and 45 feet high directly facing a residential neighborhood creates an incompatible "canyon effect" that threatens our property values and quality of life.

If the Committee proceeds, I demand the following strict Conditions of Approval be imposed to mitigate these severe impacts:

1. Operational Restrictions (Struck Ave Precedent) To ensure compatibility with the adjacent residential zone and compliance with Municipal Code exterior noise limits, I request the same condition applied to the recent Rexford project at Struck Avenue (Resolution PC 23-22): "Outdoor loading, unloading, and yard activities shall be strictly prohibited between the hours of 10:00 p.m. and 7:00 a.m."

2. Traffic Signal Mitigation The Grading Plan (Sheet 2) mandates a "Right Turn Only" exit onto N. Glassell St. This design forces 100% of departing heavy truck traffic directly into the signalized intersection at Fletcher and Glassell. Semi-trucks accelerate slowly, which will drastically reduce green-light efficiency and cause gridlock blocking residential access. I request a condition requiring the developer to fund "Adaptive Signal Timing" upgrades for this intersection to prevent failure.

3. Noise Mitigation -The proposed 900-foot-long concrete façade will act as a massive sound reflector, bouncing street traffic noise from Fletcher Avenue directly back into our homes. The proposed "4-foot retaining wall" is insufficient to stop this. I request a requirement for a decorative sound wall or enhanced earthen berm integrated into the landscape frontage to absorb street-level noise.

4. Mandatory Mature Screening & Buffer The Arborist Report (Attachment 7) confirms the removal of 43 mature Aleppo Pine trees along the public right-of-way. These trees are our only current buffer. Replacing them with saplings is unacceptable. I request that replacement trees along Fletcher Avenue be minimum 36-inch box size to provide immediate screening. Additionally, a dense evergreen hedge must be planted.

5. Height & Massing Compliance The project places a 45-foot building height in close proximity to the residential zone. I request the Committee verify strict compliance with the Zoning Code requirement limiting building height to 20 feet within 50 feet of a residential district. If the parapet encroaches on this buffer, the design must be stepped back.

6. Construction Management Plan Prior to permit issuance, a strict Construction Management Plan must be approved that:

Prohibits construction worker parking on residential streets.

Bans truck staging or idling on Fletcher Avenue.

Establishes a 24-hour "Disturbance Coordinator" hotline for residents.

7. Lighting & Idling

Lighting: All exterior lighting on the North Elevation must be fully shielded, downward-facing, and restricted to motion-activation only to prevent light trespass.

Idling: "No Idling" signage (5-minute limit) must be posted and enforced at all exits.

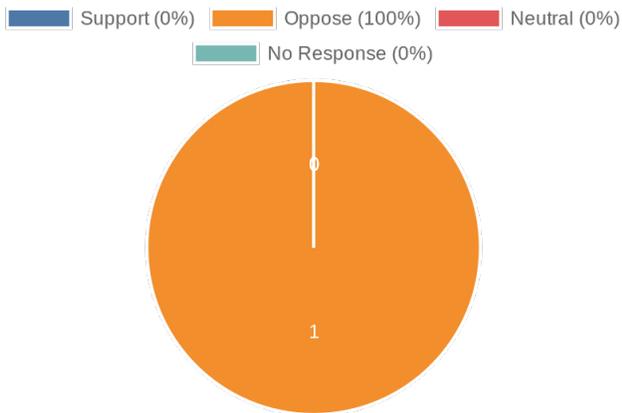
Item 4.1 Design Review No. 25-0017

8. Given the extreme length (Grid Lines 1–18), I urge the Committee to ensure the materials used on the North Elevation include significant texture and high-quality finishes (architectural wood veneer/formliners) to prevent a monolithic, unsightly warehouse view.

Thank you for protecting the compatibility of our residential community.

Agenda Item: eComments for 4.1. A request to construct a new detached garage at the rear of a single-family home in the Old Towne Historic District located at 150 S. Parker Street (Design Review No. 25-0017). (Continued from September 3, 2025).

Overall Sentiment



Guest User

Location:

Submitted At: 5:05pm 11-19-25

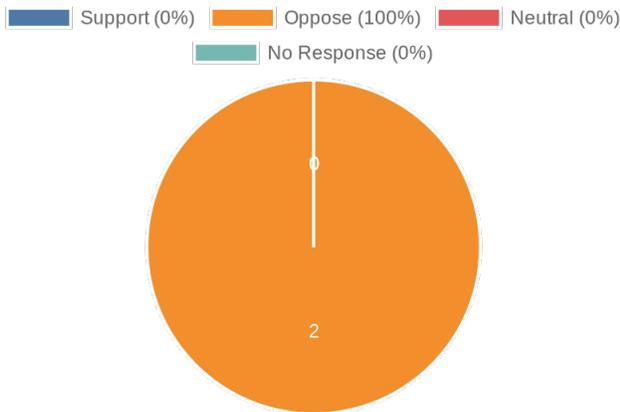
We don't want any increase in cars, noise pollution. We don't want large trucks driving on Glassell- there are plenty of those already. We don't want loud sounds from the building. We already hear the noise that carries from a granite fabrication facility which makes a swishing sound.

We want the birds who use the trees to be protected by keeping all the trees if there is any new construction approved.

Item 5.1 Design Review No. 5154

Agenda Item: eComments for 5.1. A request to demolish existing office buildings and construct a new industrial warehouse building at 2411 N. Glassell Street (Design Review No. 5154).

Overall Sentiment



Guest User

Location:
Submitted At: 11:34pm 11-18-25

My name is Don Lee and I have submitted a previous comment. In talking to my neighbors (directly north of the proposed project) many of them complained that they were not sent a notice of the DRC meeting and in fact had heard it only from neighbors who heard of it from yet other neighbors. It is possible that we are not within the 350' radius, but we do enter our homes from the Glassell /Fletcher intersection and we consider that as the "front door" to our neighborhood.

thank you.

Don Lee

Kevin Neu

Location:
Submitted At: 9:22pm 11-18-25

I am submitting this supplemental comment in addition to my previous submission regarding traffic and noise. After further review of the Conceptual Grading Plan and Arborist Report, I must raise a critical objection regarding the public health risks created by specific design choices in this application. I request that the Committee continue (delay) Item 5.1 to require a Health Risk Assessment (HRA). The current design creates a "pollution hotspot" directly adjacent to "sensitive receptors" (my children), triggered by three specific design defects:

1. Grading Plan Creates a Concentrated Emission Source

The Conceptual Grading Plan (Sheet 2) includes a design constraint: a "Prop. R3-5R Sign (Right Turn Only)" at the Glassell driveway. This specific design decision forces 100% of departing heavy trucks to queue and idle at the Fletcher/Glassell intersection—less than 100 feet from my home.

Because idling and acceleration release the highest concentrations of Diesel Particulate Matter (DPM), this site layout manufactures a concentrated toxic exposure zone at the exact point closest to residential bedrooms. The design fails to mitigate this "hotspot."

2. Landscape Design Removes Biological

The Arborist Report confirms the design requires the removal of 43 mature Aleppo Pine trees along the project frontage. Mature conifers are recognized as critical infrastructure for trapping particulate matter.

The proposed Landscape Plan replaces this established "green lung" with saplings that offer effectively zero filtration capacity. By stripping existing protections while simultaneously introducing a new pollution source, the landscape design actively increases the net health risk to the neighborhood.

3. Site Layout Violates Buffer Zone Best Practices

State guidelines (CARB) recommend a 1,000-foot buffer between distribution centers and homes. This Site Plan places the truck route within 100 feet of the residential zone. The design lacks any physical mitigation features—such as solid enclosure walls for truck queuing or enhanced setbacks—to compensate for this dangerous proximity.

The specific design choices regarding site access (Grading) and tree removal (Landscaping) create a measurable health hazard. I demand the Committee require a Health Risk Assessment to model the cancer risk to children in adjacent neighborhoods resulting from this specific site layout before any design approval is granted.