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**Subject:** proposed daycare on 2nd street

Hi Planning commission.

I don't have a lot of skin in the game on this one. I live way up the street at 1001 2nd street and do not drive during peak hours

That stated, we are looking at another proposal with potentially devastating consequences for the neighbors, traffic flow and even the children

1. Cars routinely drive the wrong way on 2nd street. Additional signs have not resolved this situation. This alone creates a unique hazard
2. There is limited parking on the street as the street - one side only as it is a through street designated as needing Fire Department clearance
3. The traffic light is very slow and no right turn on red meaning cars will be queued up very quickly with no easy way to legally get off of 2nd street.
  - o It doesn't take much for cars to get backed up on 2nd street - 3 cars is enough  
Once that happens cars will not even be able to get to the turn around on Okell's parking lot and will have trouble passing or turning with cars coming down the street.  
Excellent diagrams have been provided by Cynthia Furnbert that you should refer to. She also noted many other concerns and reasons why this CUP should be denied.
4. Not allowing drop off on PCH means every single car either goes east on 2nd street and attempts to turn around or comes down 2nd street from Hollowell or prospect. I am trying to imagine 70+ cars all dropping off and picking up at the time that is convenient for them. it doesn't matter what times you are allowed to drop off or pick up, what matters is the desired time that people want to drop off or pick up.
5. The children - let's put a play area 300' from the busiest street in the city so that the children can breathe in exhaust fumes all day long even when they are indoors. Look it up. It is not healthy.

In response to the staff report 24-0200 Version 1 Discussion:

- Sensitive Receptor: If Hermosa Beach describes daycare use as a sensitive receptor than Air quality should be looked at. It does not serve the community well to have Daycare next to one of the busiest streets in the city where children will be subjected to automotive exhaust.
- Traffic and Queueing -
  - o Comparing the existing use of auto sales makes no sense.
    - Existing use was an automotive body shop and auto sales
    - Everyone knows that Felder Body Shop did not maintain normal hours sold little to 0 cars per year and repaired no cars either. It was a show room for his private car collection
    - Even when looking at an auto sales use case or body shop - neither of those use case draws visits at peak morning and evening commute times. Find me the car dealer where people are buying cars at 8:30am. The concern here is not the 70 drop off and 70 pick ups =140 visits per day. The concern is that 70 will happen between 7:45 and 8:45 am and 70 will happen between 5:15 and 6:15pm. Precisely when there are the most cars on the road, the most people trying to get on PCH from their homes on 2nd street etc
  - o Parking Study recommendations:
    - We can't expect people to keep clear of the 2nd street parking lot entrance/exit- When that light turns green - which takes 3 minutes, i am not waiting for anyone get on PCH and certainly not a string of cars that just dropped off and did not wait their turn
    - Do not enter on PCH- Really? We have 2 giant sides at the bottom of second street where it becomes a one way street, yet cars go up the street the wrong way all of the

time including - emergency vehicles that need to, postal workers that I have personally lectured and yes I have even see traffic enforcement go up the street the wrong way.

- Operating conditions - reduce bunching by having longer operating hours. Parents are going to pick up when it is convenient for them not when it will reduce bunching
- Section titled: The relationship of the proposed business-generated traffic volume and the size of streets serving the area
- The study recommended the assigned loading/unloading parking spaces be solely located in the south parking lot, to minimize impacts to Pacific Coast Highway.

The solution is to dump all of the traffic on 2nd street?

Really? That means more traffic up 3rd street, across Hollowell and Prospect.

2nd street is really not set up for that traffic.

- The study indicated the traffic generated by the use will not impact access for emergency services to the subject site, or adjacent properties  
Cynthia Ferburg has provided detailed diagrams that show how this will obstruct access to the site and adjacent properties. We have multiple elderly and impaired residents on 2nd street and this plan creates a potential life hazard for those residents should an emergency occur during peak hours. Similarly it affects emergency services ability to respond to life and property incidents. This could affect residents ability to insure and reinsure which is already an issue in California and opens up the city to potential litigation.

Bottom line - The residents of 2nd and 3rd street would like to see an appropriate business at this one. An appropriate business is one that serves the community at the same time and doesn't burden the residents of the neighborhood with noise, traffic, or safety issues. LA Fire department should to be consulted before anything that changes their ability to drive emergency vehicles up or down 2nd street  
Change of use should not be approved.

Thanks for your service and consideration

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