

From: tony higgins <tony.higgins123@gmail.com>
Sent: Wednesday, May 15, 2019 3:53 PM
To: Ann Yang <anny@hermosabch.org>
Subject: Fwd: State & Condition of 27th Street Roadway

Dear Ms Yang

Please add this as a written communication to the next city council meeting.

Thank you

Begin forwarded message:

From: tony higgins <tony.higgins123@gmail.com>
Date: May 15, 2019 at 3:44:00 PM PDT
To: phoffman@hermosabch.org, mflaherty@hermosabch.org, rsaemann@hermosabch.org,
mrice@hermosabch.org, dpedersen@hermosabch.org
Cc: Robert Smith <wrdzmith@aol.com>, Pat Escalante <pescalante@hbcasd.org>, gary Mammet
<gary@mammet.net>
Subject: State & Condition of 27th Street Roadway

Revised/th

May 15, 2019

Dear HB Planning Commission Members,

As I'm sure you all know, 27th street is now a heavily utilized de-facto truck route that serves many plaza area delivery trucks as well as construction trucks throughout the entire west-side; not just trucks needing access to Northwest Hermosa as is intended by the direct-route laws and no truck signs.

The general plan identifies 27th Street between Morningside and Manhattan Ave as a residential **collector road** but 2017 Plan Hermosa proposes that 27th be used as a minor arterial.

The simple fact is that 27th is now being used BOTH as an **arterial** road AND a **truck route**; since it is not the most direct-route to the Downtown business district from the PCH/Artesia intersection, and that is illegal.

The 27th Street route downtown from the PCH/Artesia intersection is at least 33% longer than the using Pier Ave to get downtown.

Since 27th street is NOT the most direct route downtown AND the police have never issued a single citation to a truck for violating the direct route laws, the city is essentially sanctioning 27th as a truck-route and an arterial; bypassing the CEQA statute altogether. CEQA requires an initial-study and either issuing a negative-finding or initiating an EIR on a new arterial truck-route.

The CEQA statute provides for resident safety (appropriate use), near roadway air ***pollution*** (e.g. PM 2.5 mass and toluene, NOX's, CO particle count measurements) ***noise*** and ***vibration*** impact assessment and mitigation analysis be done for projects as minor as a traffic signal.

Here we are talking about new truck route and a new arterial roadway that the general plan did not address. This situation has been created by both the unanticipated consequences of past, present and likely future city projects and land-use policies and the cities desire to allow 27th to become a service road to the downtown area.

Related to the establishment of a new truck route, safety and appropriate use is a valid concern because 27th is a steep narrow road where trucks run inches from a narrow-obstructed sidewalk. 5 telephone poles allow as little as 18 inches clearance to the red curb area. The sidewalks are not ADA compliant.

Noise and vibration from heavy trucks is unmitigable to less than significant levels given the close proximity of old-homes to the truck traffic.

Simply stated, NO amount of road repair will mitigate the noise and vibration of heavy trucks screaming toward the steep eastbound and westbound crests of 27th at max power in 1st or 2nd gear, especially given the extremely close proximity of densely packed old homes on 27th westbound.

On 27th street you can't open your windows and still hear the phone or TV when a heavy truck roar by. This happens hundreds of times a week.

The city leaves residents of 27th with 2 choices, either build a large new sound & vibration proof home or move.

Many older seniors don't have those options.

The city knows all this yet it has refused to authorize a CEQA study to assess these risks & impacts, identify mitigations and rule on the appropriate use of 27th as a truck route and an arterial based using actual truck traffic volumes and actual noise and vibration measurements of this road segment.

This is one of the most vulnerable road segments to noise and vibration from Trucks given its heavy use and steep hills. Now please consider that 2017 General Plan did measurements of noise and vibration at 20 different points in the city but specifically excluded this road segment from those measurements. The failure to do noise and vibration measurements on one of the most vulnerable and busy road segments in Hermosa Beach, one with heavy truck traffic, steep hills and steep narrow roads, well that requires some explaining.

I believe the city is just turning a blind eye because the city needs a service road to the downtown business district.

Then there is the condition of the road itself.

It's simply incomprehensible that 27th street, given its heavy utilization has been allowed to deteriorate into such a state of abject disrepair; and that these repairs and a study of the aforementioned environmental impacts were not included in the FYE 2020 budget.

There are over 75 patched potholes, many that fail every 6 weeks because of the heavy truck traffic AND over 25 transverse curb to curb cracks and that 80-100 heavy trucks rumble over every weekday.

Finally, there is the stress from trucks and construction noise on seniors who live in older homes and are home on weekdays. This is an all too common theme in our city that is exacerbated by the long construction timelines and the construction-extensions commonly granted by the city.

Rather than requiring contractors to use large crews to complete the home or business construction on a timely basis, the city often allows the real estate speculators to nickel & dime the construction, with one or two workers dragging out the project while they wait for a buyer.

This is the case with the 5 corners construction AND the home construction 35 yards from my bedroom window **that has been dragging on for 5 years now.**

Also please consider the lady living next to the 5 corners jobsite who overdosed (probable suicide) two weeks after complaining to a resident that the noise from that project would be the death of her. I can provide the name of the resident she spoke with if you doubt me.

These kind of stresses from slow-tracked construction are being felt by seniors all over the city.

Whether it's one or two contractors banging away for 5 years or 15-20 workers banging away for 18 months, you can't take a nap without closing your windows and wearing earplugs. So why not better regulate this to ensure shorter construction timeframes?

And closing windows to block out the noise is not an option in many older homes where upstairs inside temperature often rises above 90 degrees.

I plan to speak to these matters in today's planning commission meeting.

I hope you can answer why once and for all why a CEQA study has not been done on the 27th arterial truck route and better yet, when it will be.

Here are some photos of 27th:





7:25 AM
May 15, 2019





July 13, 2018
12:28 PM



11:07 AM
September 6, 2018

Thank you
Anthony Higgins