

December 19, 2005

Honorable Mayor and Council
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

RECEIVED

DEC 19 2005

Per.....

RE: SIGNALIZATION OF PCH AT 16TH STREET.

Dear Mayor Tucker and Council:

The proposed signalization of Pacific Coast Hwy at 16th Street, requires discussion. Actions taken on December 13, 2005 obstruct the resident's RIGHT for consideration. Below is a brief summary from the meeting.

Summary:

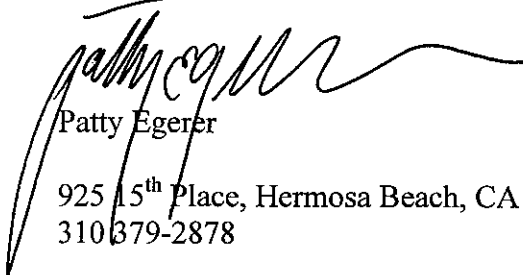
1. Request to hold a public hearing to allow residents a voice. Denied.
(Councilmen Reviczky & Keegan vote against public hearing, 2:2.)
2. Schedule business item for further discussion. Denied.
3. Investigation of existing and anticipated safety concerns as expressed in communication submitted by residents. Ignored.
4. Request for qualified independent consultant to study the impact to the residential overlay. Ignored.

Council, it is dangerous to ignore the host of interdependent aspects that will determine the success of the signalization of PCH at 16th Street. The engineering plans aim to convert 16th Street into a traffic artery to service the business corridor on Pacific Coast Hwy.

The expenditure for a consultant is justified and a well reasoned administrative expense. Protecting our residential neighborhood is an investment in the future of Hermosa Beach.

In the absence of strategic planning, permits need to be pulled. Please place this business on the agenda for the next council meeting. A copy of my letter dated December 5, 2005 is enclosed.

Respectfully,



Patty Egerer

925 15th Place, Hermosa Beach, CA 90267
310 379-2878

cc: Caltrans
cc: S. Burrell

December 05, 2005

Honorable Mayor and Council
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

RE: REQUEST TO RETAIN CONSULTANT
SIGNALIZATION OF PCH AT 16TH STREET.

Dear Mayor Tucker and Council:

Council determined in November of 2003 to approve plans submitted by Shook Development to signalize the intersection located on Pacific Coast Hwy at 16th Street, Hermosa Beach.

This letter represents a request to authorize and retain an independent consultant concerning this project. A consultant is required to act as a professional advisor and critical planner to review the feasibility, and impact of the proposed modification.

The decision rendered in November of 2003 was without benefit of a governing document such as a municipal plan, feasibility study, or impact review. The recommendation of the Public Works Director lacked critical analysis and is silent concerning the intensification of 16th Street. Shook Development's request for signalization, and business presented to council was without NOTICE to the residents. NOTICE of hearing was never served nor were our concerns surveyed.

Essentially, the engineering plans aim to convert 16th Street into a traffic artery to service the business corridor on Pacific Coast Hwy. This will trigger the closure of the 16th Street artery, east of the highway. It is reasonable to assume, as business continues to expand along Pacific Coast Highway other neighborhoods will also require street closure.

Logistically, the proposed signal is 2 blocks (less than 200 yards) from another major traffic intersection. This constitutes nine (9)-signalized intersections clustered along a 1.3-mile strip of highway.

Prior to any street construction, the existing plans require strategic review by both the city, and Caltrans. The engineering firm (Linscott Law & Greenspan) was retained by the developer to advocate the special interests of the developer; the firm is unconcerned with impact to residential neighborhoods or community. The volume of vehicular traffic the Pavilion intends to generate (per engineering calculations) intensifies traffic along 16th Street, resulting in adverse impact to surrounding neighborhoods. Plans identify placement of multiple traffic signals that will direct traffic from Pacific Coast Hwy, eastbound onto 16th Street. Calculations erroneously assume 16th Street is capable of accommodating 2-way traffic.

No margin of safety exists for pedestrians who are required to walk in the street. Mothers with trepidation are forced to push a child's stroller into oncoming traffic, and the safety of a child

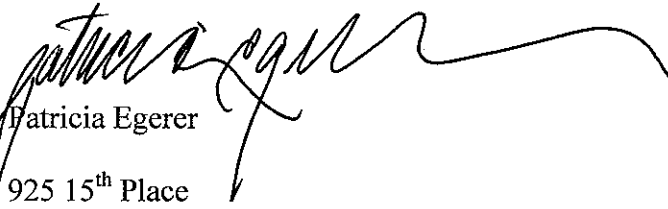
walking to school is disregarded. These plans harm neighborhood. Our living environment deserves respect, as do the families, seniors, and individuals with special needs.

As a separate action item: It has come to my attention that the Pavilion has advised and encouraged customers to park on residential side streets and at the adjacent shopping center, where parking is convenient and free of charge. A policy needs to be adopted immediately, to compel the developer, management, tenants, and customers to park inside the Pavilion's designated parking structure.

To conclude, it is ill advised in the absence of strategic planning to proceed with signalization. It is requested to inform Caltrans to pull permits, and halt alterations. Once residents have the benefit of a professional independent analysis by a qualified consultant who will research this proposed project, a public hearing can be conducted. Once issues are identified and resolved, dialogue with Caltrans can resume.

Thank you for your attention to this matter, my contact information is provided below.

Respectfully,



Patricia Egerer
925 15th Place
Hermosa Beach
(310) 379-2878

cc: City Manager
cc: Caltrans