

From: [Eduardo Sarmiento](#)
To: [Susan Morrow](#)
Subject: FW: New eComment for City Council Hybrid Meeting - Face masks required for all in-person attendance (Closed Session - 5:00 P.M. and Open Session - 6:00 P.M.), Duly Posted on October 22, 2021 at 8:35 a.m. by E.S.
Date: Tuesday, October 26, 2021 2:34:20 PM

From: noreply@granicusideas.com <noreply@granicusideas.com>

Sent: Tuesday, October 26, 2021 2:05 PM

To: Eduardo Sarmiento <esarmiento@hermosabeach.gov>; Suja Lowenthal <suja@hermosabeach.gov>; City Council <citycouncil@hermosabeach.gov>; Angela Crespi <acrespi@hermosabch.org>

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[SpeakUp](#)

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Jon David submitted a new eComment.

Meeting: City Council Hybrid Meeting - Face masks required for all in-person attendance (Closed Session - 5:00 P.M. and Open Session - 6:00 P.M.), Duly Posted on October 22, 2021 at 8:35 a.m. by E.S.

Item: b. REPORT 21-0633 STATUS UPDATE AND DISCUSSION OF OPTIONS FOR TEMPORARY EXPANDED OUTDOOR DINING AND RETAIL AND TEMPORARY LANE RECONFIGURATIONS IMPLEMENTED TO HELP BUSINESSES DURING THE COVID-19 PANDEMIC (Environmental Program Manager Doug Krauss)

eComment: Regarding lane closures, it does get congested at times, but those times are rare times. I do not see congestion as substantial enough to justify making a change to current lane configuration. Most of the time traffic flows nicely considering this is a downtown location with pedestrians cross walks. Regardless, we need to move to an urban design ("living streets") that better meets our future and is supportive of our General Plan. The majority of people benefit from bike lanes that are ideally protected and painting green so cars know not to drive in them. The sooner council makes this configuration permanent, the sooner we can improve the bike

lanes, and the the sooner the safety of both the streets and the sidewalks will be improved. In addition, the lane reduction has had a positive effect in calming traffic and has dramatically increased vibrancy that comes with a more walkable, bike-able downtown. Regarding the dining decks, they are clearly good for resident lifestyle, economic vibrancy and are needed to keep us competitive with surrounding cities. So I think keeping them permanently is important. However, I do think there are some more learning to be done before making them permanent. We need to learn about how to that maximizes the benefits to the community as a whole while minimizing the detriments to individual businesses. For example, Rockefeller is rarely open yet takes up not just the parking spaces in front of them, but the spaces in front of Marlin Equity. This is important parking that is being taken away to the service businesses on upper pier with minimal, if any, benefit to the economic vibrancy in upper-pier. The spaces in front of Marlin Equity are not their spaces, they are public spaces and thus should not be given away unless there is a significant benefit to the vibrancy of upper-pier and the greater good. One solution is to limit the size of the decks. That would address that issue. Also, when a deck is partially blocking another business, I would like to see the city to have discretion on how to handle that situation. If a deck "substantially" blocks another business they should be required to get permission of the business that is being blocked. However, I would like to see the city decide what is "substantial." Lastly, on a rare occasion we need to replace a 20 min parking space that has been gobbled up but was essential to a business. One such example is the temporary parking space in front of Bow Wow Boutique. They owner, Jose, relied on there being a temporary parking spot where customers could quickly drop off their dogs to be groomed.

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