



## Staff Report

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### Honorable Mayor and Members of the Hermosa Beach City Council Regular Meeting of August 11, 2020

#### **CONSIDERATION OF DRAFT CONCEPTS FOR TEMPORARY LANE CLOSURES ON HERMOSA AVENUE TO FACILITATE FOOT TRAFFIC AND OUTDOOR DINING AND RETAIL OPTIONS WITHIN THE PUBLIC RIGHT-OF-WAY**

(Environmental Programs Manager Douglas Krauss and Environmental Analyst Leeanne Singleton)

#### **Recommended Action:**

Staff recommends that City Council:

1. Discuss and provide direction on which, if any, design concepts should be implemented on a temporary basis to facilitate foot traffic, bicycle travel, and outdoor dining options within the public right-of-way along Hermosa Avenue, between 10th and 14th Streets;
2. Appropriate \$46,000 in Capital Improvement Funds to fund implementation of lane reconfiguration and associated work on Hermosa Avenue, between 10th and 14th Streets, including traffic counts pre and post implementation; and
3. Authorize the City Manager to issue an executive order directing the reconfiguration and determine the project is categorically exempt under CEQA.

#### **Executive Summary:**

The City of Hermosa Beach has considered a series of temporary outdoor and open space programs that would safely facilitate foot traffic along Hermosa Beach business corridors and provide space within the public right-of-way to provide outdoor dining and/or shopping space during the COVID-19 pandemic while physical-distancing and safety protocols are in place. At the July 14th meeting, City Council provided direction to staff to work with a consultant to develop concepts for possible lane closures on Hermosa Avenue and Pier Avenue to help achieve these goals. Staff has worked with a consultant traffic engineer to develop three concepts for Hermosa Avenue between 10<sup>th</sup> and 14<sup>th</sup> Streets and seeks Council feedback on these concepts. Concepts for Pier Avenue are under development and staff will return to Council for discussion and direction on Pier Avenue at an upcoming meeting.

#### **Background:**

At the May 12, 2020 City Council meeting, City staff brought before the Council an item describing a proposed Summer Streets program. The program was identified to explore opportunities to repurpose sections of public rights of way to improve multi-modal traffic safety and expand physical-distancing options for the public and businesses per Los Angeles County Health orders related to the

COVID-19 pandemic. The program included expanding bike lanes, converting parking spaces to outdoor dining areas, traffic calming associated with enhancing multi-modal transportation, and a number of other potential measures.

At that meeting, Council provided direction to staff to work with the Economic Development Committee to explore aspects of the program that could directly benefit local businesses. At the following meeting, City Council approved an urgency ordinance to implement a temporary permit program to provide outdoor dining/seating and outdoor retail options in the public right-of-way. Currently, more than 39 businesses have taken advantage of this program, and many more have shown interest in applying. There has been further interest in the outdoor dining program since the State limited indoor dining.

At the July 14th meeting, staff brought an item to Council seeking direction on potential closures of travel lanes on the downtown sections of Hermosa and Pier Avenues to encourage increased foot traffic and expand outdoor dining and retail opportunities in the public right-of-way. Council directed staff to secure the services of a traffic engineering consultant to develop plans for these potential lane closures. Staff has worked with one of the City's on-call traffic engineering consultants to draft the three concepts provided in Attachment 1.

### **Discussion:**

The three concepts attached address Hermosa Avenue between 10<sup>th</sup> and 14<sup>th</sup> Street. Each concept includes the closure of the second vehicle travel lane (closest to curb) but illustrate different approaches to parking configurations and bicycle travel. The table below summarizes the features of each concept:

	<b># of Parking Spaces</b> (totals will vary with dining deck installations)	<b>Type of Parking</b>	<b>Bike Travel</b>	<b>Outdoor Dining/Retail Space</b> (distance from curb)
<b>Existing</b>	58 (12 occupied by dining decks - total of 46 currently available)	Parallel	Combined Sharrow/Vehicles in #2 travel lane	7 feet
<b>Concept 1</b>	39	Reverse Angle Parking (Back-in diagonal parking)	Dedicated Class 2 (painted) bike lane in former #2 travel lane	14 feet
<b>Concept 2</b>	35	Head-In Angle Parking (Head-in diagonal parking)	Dedicated Class 2 (painted) bike lane adjacent curb, between parking and sidewalk	14 feet
<b>Concept 3</b>	61	Reverse Angle Parking (Back-in diagonal parking)	Combined Sharrow/Vehicles in #1 Travel lane	17 feet

As a temporary project, all three concepts rely primarily on restriping and the installation of signage. New bicycle parking areas have been incorporated where appropriate. No significant installation of new structures nor construction or removal of infrastructure would be necessary to implement these concepts. Businesses would be responsible for building their own decks and installing necessary barriers. Businesses with existing on-street decks can expand to fit the new configuration with no additional City permit fees.

The three concepts were shared with the Economic Recovery and Resiliency Stakeholder Group at their August 5th meeting with preferences expressed for Concepts 1 and 3. Additional outreach on these concepts is being conducted by staff to Hermosa Avenue businesses. In response to the urgency of this project, staff is working to contact these businesses directly via email, phone and site visits and their feedback will be provided as a supplemental prior to the meeting.

Staff is seeking Council selection and/or direction on these concepts so refinements can be made and final construction/traffic control plans developed. It is estimated that finalization of these plans would take approximately 1-2 weeks at which time staff would begin to solicit bids from potential contractors. Final implementation for this section of Hermosa Avenue could be complete by mid-September. Staff recommends the lane reconfigurations remain in place consistent with the authorization for outdoor dining and retail permits which Council authorized through at least January 23, 2021. The consultant has provided a rough estimate of approximately \$29,000 for the costs of implementation. The consultant's fees for developing these concepts and the final plans is estimated to be approximately \$9,000. Corresponding traffic counts pre and post reconfiguration are estimated to cost \$8,000.

Consultation with the City Attorney's office provided guidance that the project would be categorically exempt under CEQA guidelines and the City Manager's authorization via an executive order would be sufficient to authorize the reconfigurations.

### ***Past Council Actions***

Meeting Date	Description
July 14, 2020	Direction to staff to proceed with development of lane closure plans

### **General Plan Consistency:**

The proposed program options match the model of "living streets", also known as "complete streets", and a key guiding principle of the General Plan Vision is to foster a vibrant local economy. A living street combines safety and livability while supporting ground floor and outdoor economic activities. This centers on designing streets that can be safely shared by both vehicular and non-vehicular

traffic. A living street should also contribute to an engaging public realm and a vibrant local economy.

Relevant Policies are listed below:

#### *Governance*

**Goal 6. A broad-based and long-term economic development strategy for Hermosa Beach that supports existing businesses while attracting new business and tourism.**

Policies:

•**6.4 Business support.** Support the Chamber of Commerce, retailers, tourist service businesses, artists, and other agencies to develop an aggressive marketing strategy with implementation procedures.

•**6.6 Pop-up shops.** Develop plans and programs for underutilized spaces, such as vacant buildings, utility corridors, parkways, etc., for temporary retail, restaurant, and community promoting uses.

#### *Mobility*

**Goal 1. Complete Streets (Living Streets) that serve the diverse functions of mobility, commerce, recreation, and community engagement for all users whether they travel by walking, bicycling, transit, or driving.**

Policies:

•**1.1 Consider all modes.** Require the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system.

#### *Mobility*

**Goal 7. A transportation system that results in zero transportation-related fatalities and which minimizes injuries.**

Policies:

•**7.1 Safe public right-of-ways.** Encourage that all public right-of-ways are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.

#### **Fiscal Impact:**

The total cost for developing the final plans, implementing the reconfigurations, and performing associated traffic counts-estimated to be approximately \$46,000-would be funded from appropriated Capital Improvement Funds. The City would also seek reimbursement from FEMA for these costs.

**Attachments:**

1. Hermosa Avenue Concepts

**Respectfully Submitted by:** Douglas Krauss, Environmental Program Manager and LEEANNE Singleton, Environmental Analyst

**Noted for Fiscal Impact:** Viki Copeland, Finance Director

**Legal Review:** Mike Jenkins, City Attorney

**Approved:** Suja Lowenthal, City Manager