



Staff Report

File #: REPORT 21-0396, Version: 1

Honorable Mayor and Members of the Hermosa Beach City Council Regular Meeting of July 13, 2021

ADOPTION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH CONTINUING THE TEMPORARY CLOSURE OF PARTS OF CITY STREETS AS PART OF THE COVID-19 PANDEMIC RESPONSE AND FINDING THE SAME EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

(Environmental Programs Manager Doug Krauss)

Recommended Action:

City Staff recommends City Council adopt a resolution continuing the temporary closure of parts of City streets as part of the COVID-19 pandemic response and finding the same exempt from the California Environmental Quality Act (CEQA).

Executive Summary:

At the June 22, 2021 meeting, City Council approved an extension of the temporary downtown lane reconfigurations until December 31, 2021. The proposed Resolution authorizes the continuation of the temporary project in response to the ongoing impacts of the COVID-19 pandemic.

Background:

At the July 14, 2020 City Council meeting, City staff presented an item seeking direction on potential closures of travel lanes on the downtown sections of Hermosa Avenue and Pier Avenue to encourage increased foot traffic and expand outdoor dining and retail opportunities in the public right-of-way. City Council directed staff to secure the services of a traffic engineering consultant to develop plans for the potential lane closures.

At the August 11, 2020 City Council meeting, staff presented three lane configuration concepts for Hermosa Avenue. At that meeting, Council took the following actions: selected one of the concepts; directed staff to proceed with implementation; extended the southern extent of the work to 8th Street; and stipulated that the reconfiguration remain in place for a minimum of six months after implementation.

At the August 25, 2020 meeting, City Council approved a resolution authorizing the City Manager to temporarily close parts of City streets downtown. At the September 8, 2020 meeting, Council provided staff direction on concepts for lane reconfigurations for Pier Avenue.

Per City Council direction, staff worked with one of the City's on-call traffic engineering consultants to develop construction plans and specifications for the project. Input was also sought from the Economic Development Subcommittee and its Stakeholder group. Council awarded a contract for the construction of the lane reconfigurations at the October 27, 2020 meeting and the work was completed in January 2021. The completion of the project installation marked the beginning of the six-month temporary project duration, setting the expiration date as mid-July 2021.

At its regular meeting on June 22, 2021, City Council approved extending the outdoor dining and the lane reconfiguration programs to respond to the ongoing impacts of the COVID-19 pandemic. The proposed Resolution is required to allow the extension of the lane reconfiguration and associated lane closures. Both programs continue to be exempt from CEQA as they were implemented to mitigate impacts of the COVID-19 emergency and involve the minor temporary use of land.

Past Council Actions

Meeting Date	Description
June 9, 2020 (Regular Meeting)	Approved Ordinance 20-1410U allowing temporary pedestrian program for outdoor dining in response to pandemic
July 14, 2020 (Regular Meeting)	Directed staff to proceed with development of lane plans
August 11, 2020 (Regular Meeting)	Chose a lane configuration concept for Hermosa Avenue, extended it to 8 th Street, and provided a six month duration
August 25, 2020 (Regular Meeting)	Approved Resolution 20-7252 allowing lane closures downtown
September 8, 2020 (Regular Meeting)	Chose a lane configuration concept for Pier Avenue
October 27, 2020 (Regular Meeting)	Awarded contract for construction of lane reconfiguration
June 22, 2021 (Regular Meeting)	Council extended outdoor dining and lane reconfiguration programs

Discussion:

Staff would continue to monitor and assess these lane reconfigurations for safety, traffic congestion, multi-modal transportation coordination, economic revitalization, and general community utilization. This would include staff time, the use of expert consultants, performing traffic counts, and general community engagement and outreach. Per Council's direction, staff would bring an update to Council near the end of the summer to discuss the project's performance and status.

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 Element

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 Element

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.

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 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:

There is no direct fiscal impact associated with the recommended action. Staff would return with updates and further information concerning costs related to changing or removing the lane reconfigurations in the future.

Attachments:

1. Draft Resolution

Respectfully Submitted by: Douglas Krauss, Environmental Program Manager

Noted for Fiscal Impact: Viki Copeland, Finance Director

Legal Review: Mike Jenkins, City Attorney

Approved: Suja Lowenthal, City Manager