

**City Council Regular Meeting - March 10, 2026
Ecomment Report**

Agenda Item	Name	Comment	Position	Attachment URL
ADJUSTMENT OF FEES FOR COMMERCIAL ENCROACHMENT AREAS - 26-CMO-012	tonyhiggins	<p>Desr City Council, i hope you consider the attached when setting patio encroachment fees bit small businesses like Micky's and the Green store that serve a vital need to local rssidents and dont get the benefit of city funded foor traffic. Tthat are not restaurants! Per my earlier text i sent you a copy of my Feb 4th Per my earlier text i sent you a copy of my Feb 4th email to Krauss & the city council that may support your arguments for reducing the fee to \$1 per sq foot. Hopefully you can make it to the 3/10 ccm to lobby. t. ----- Dear City Council, Dear Doug Krauss' i was surprised that the 2/3 CCM patio encroachment staff report (URL below) seemed to be biased towards costs to the city in terms of lost revenue and NOT cost to the impacted businesses, namely Mickey's and the Green Store. So let me provide the info the staff report failed to provide the options. GREEN STORE ANNUAL COST (312 sqft): @ \$2.50 sqft = \$9,360 (today) @ \$2.00 sqft = \$7,488 @ \$1.50 sqft = \$5,615 @ \$1.00 sqft = \$3,744 MICKEY's ANNUAL COST (384 sqft): @ \$2.50sqft = \$11,520 (today) @ \$2.00 sqft = \$9,217 @ \$1.50 sqft = \$6,912 @ \$1.00 sqft = \$4,608 Here is the thing that bugs me. I understand why the staff report provides fiscal impact in terms of list city revenue but i dont understand why the staff report would not provide the above costs to inform the Council's decisions. And i certainly don't understand why the staff report, intentionally or not, did not provide the data above but rather provided the encroachment fee for a PARKING SPACE instead; when neither store takes up a parking space nor are their patios a candidates for parking spaces. This just obfuscated the high cost that Mickey's and the Green Store are actually paying. Hopefully the staff report can be improved before the next hearing. It seems as if the city staff is trying to the scale by omitting this data. Thank you for considering tonyhiggins 2/3 CCM STAFF REPORT https://pub-hermosabeach.escribemeetings.com/filestream.ashx?DocumentId=54055 your arguments for reducing the fee to \$1 per sq foot. Hopefully you can make it to the 3/10 ccm to lobby. t. ----- Dear City Council, Dear Doug Krauss' i was surprised that the 2/3 CCM patio encroachment staff report (URL below) seemed to be biased towards costs to the city in terms of lost revenue and NOT cost to the impacted businesses, namely Mickey's and the Green Store. So let me provide the info the staff report failed to provide the options. GREEN STORE ANNUAL COST (312 sqft): @ \$2.50 sqft = \$9,360 (today) @ \$2.00 sqft = \$7,488 @ \$1.50 sqft = \$5,615 @ \$1.00 sqft = \$3,744 MICKEY's ANNUAL COST (384 sqft): @ \$2.50sqft = \$11,520 (today) @ \$2.00 sqft = \$9,217 @ \$1.50 sqft = \$6,912 @ \$1.00 sqft = \$4,608 Here is the thing that bugs me. I understand why the staff report provides fiscal impact but i dont understand why the staff report would not provide the above costs to inform the Council's decisions. And i certainly don't understand why the staff report, intentionally or not, did not provide the data above but rather provided the encroachment fee for a PARKING SPACE instead; when neither store takes up a parking space nor are their patios a candidates for parking spaces. This just obfuscated the high cost that Mickey's and the Green Store are actually paying. Hopefully the staff report can be improved before the next hearing. Thank you for considering tonyhiggins 2/3 CCM STAFF REPORT https://pub-hermosabeach.escribemeetings.com/filestream.ashx?DocumentId=54055</p>	No Position	
ADJUSTMENT OF FEES FOR COMMERCIAL ENCROACHMENT AREAS - 26-CMO-012	tony. edit if earlier oubluc comment	<p>edit of previous public comment ----- Desr City Council, i hope you consider the attached when setting patio encroachment fees for small businesses like Micky's and the Green store that serve a vital need to local rssidents and dont get the benefit of city funded foor traffic. Tthat are not restaurants! Per my earlier text i sent you a copy of my Feb 4th Per my earlier text i sent you a copy of my Feb 4th email to Krauss & the city council that may support your arguments for reducing the fee to \$1 per sq foot. Hopefully you can make it to the 3/10 ccm to lobby. t. ----- Dear City Council, Dear Doug Krauss' i was surprised that the 2/3 CCM patio encroachment staff report (URL below) seemed to be biased towards costs to the city in terms of lost revenue and NOT cost to the impacted businesses, namely Mickey's and the Green Store. So let me provide the info the staff report failed to provide the options. GREEN STORE ANNUAL COST (312 sqft): @ \$2.50 sqft = \$9,360 (today) @ \$2.00 sqft = \$7,488 @ \$1.50 sqft = \$5,615 @ \$1.00 sqft = \$3,744 MICKEY's ANNUAL COST (384 sqft): @ \$2.50sqft = \$11,520 (today) @ \$2.00 sqft = \$9,217 @ \$1.50 sqft = \$6,912 @ \$1.00 sqft = \$4,608 Here is the thing that bugs me. I understand why the staff report provides fiscal impact in terms of list city revenue but i dont understand why the staff report would not provide the above costs to inform the Council's decisions. And i certainly don't understand why the staff report, intentionally or not, did not provide the data above but rather provided the encroachment fee for a PARKING SPACE instead; when neither store takes up a parking space nor are their patios a candidates for parking spaces. This just obfuscated the high cost that Mickey's and the Green Store are actually paying. Hopefully the staff report can be improved before the next hearing. It seems as if the city staff is trying to the scale by omitting this data. Thank you for considering tonyhiggins 2/3 CCM STAFF REPORT https://pub-hermosabeach.escribemeetings.com/filestream.ashx?DocumentId=54055 your arguments for reducing the fee to \$1 per sq foot. Hopefully you can make it to the 3/10 ccm to lobby. t. ----- Dear City Council, Dear Doug Krauss' i was surprised that the 2/3 CCM patio encroachment staff report (URL below) seemed to be biased towards costs to the city in terms of lost revenue and NOT cost to the impacted businesses, namely Mickey's and the Green Store. So let me provide the info the staff report failed to provide the options. GREEN STORE ANNUAL COST (312 sqft): @ \$2.50 sqft = \$9,360 (today) @ \$2.00 sqft = \$7,488 @ \$1.50 sqft = \$5,615 @ \$1.00 sqft = \$3,744 MICKEY's ANNUAL COST (384 sqft): @ \$2.50sqft = \$11,520 (today) @ \$2.00 sqft = \$9,217 @ \$1.50 sqft = \$6,912 @ \$1.00 sqft = \$4,608 Here is the thing that bugs me. I understand why the staff report provides fiscal impact but i dont understand why the staff report would not provide the above costs to inform the Council's decisions. And i certainly don't understand why the staff report, intentionally or not, did not provide the data above but rather provided the encroachment fee for a PARKING SPACE instead; when neither store takes up a parking space nor are their patios a candidates for parking spaces. This just obfuscated the high cost that Mickey's and the Green Store are actually paying. Hopefully the staff report can be improved before the next hearing. Thank you for considering tonyhiggins 2/3 CCM STAFF REPORT https://pub-hermosabeach.escribemeetings.com/filestream.ashx?DocumentId=54055</p>	No Position	

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<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>Laura Pena</p>	<p>Dear Mayor, Council Members, and Staff - I would like to share several considerations regarding the proposed Nike After Dark Tour LA 2026. Based on the materials provided, the event is anticipated to bring approximately 12,000 runners and up to 1,000 spectators through our City on a Saturday evening in October. While the event could provide regional visibility and activity, the race starts and finishes in Redondo Beach, meaning our City would primarily serve as a pass through segment of the course. Even as a pass through city, our residents and businesses will still experience the operational impacts associated with the event, including traffic circulation changes, parking constraints, and street closures during peak afternoon and evening business hours. Because of these impacts, it is important that if the event is approved, our local businesses and residents see clear and meaningful benefits in return. There is also an important scheduling consideration. The currently proposed weekend of October 17–18 already includes the Skechers Friendship Walk and AAU Volleyball League Matches, and approval of the Nike race that same weekend would require an exception to the City's policy limiting the number of large events on a given day. By comparison, the following weekend, October 24–25, may work better for our City, given the IBVL Tournament and Beach Tennis Matches, which are generally more beach based and may create fewer overlapping impacts on parking, traffic, and business access. Our City has hosted major events in the past, including the Teen Choice Awards, which brought national exposure but also showed the importance of integrating local businesses early in the planning process. When business participation is not built in from the outset, the economic benefits can be uneven while the disruption remains very real for residents, restaurants, retailers, and service businesses. That lesson is especially relevant here. Nike's own 2025 After Dark Los Angeles event was clearly designed as more than just a race. Nike described it as a race weekend that included a post-race concert, "music, style and connections," and broader activations around the event. Nike also promoted a larger training and community model that included training plans, local run club meetups, community events, and post-race recovery zones. At the same time, public reporting on the 2025 Los Angeles event showed that participants experienced long waits and logistical issues, even though many still found the race atmosphere empowering and memorable. That suggests two clear takeaways for our City: First, if Nike is going to bring a major branded event through our city, Hermosa should benefit from the same kinds of activations and community building opportunities Nike promoted elsewhere, not simply absorb closures and disruption while the main start, finish, and highest value activity centers remain in Redondo Beach. Second, the City should ensure strong local planning, communication, and follow through so our residents and businesses are not left dealing with avoidable access, circulation, or event management problems. Our City should benefit through:</p> <ul style="list-style-type: none"> • A guaranteed spectator and activation zone at Pier Plaza during the race, so the city has a clear gathering place that supports local foot traffic. • Daytime activation of Pier Plaza with booths, sponsor programming, community tables, and promotional partnerships so residents and businesses benefit throughout the day, not just during the run. • Structured opportunities for Hermosa businesses to participate through cheer zones, local promotions, vendor opportunities, and marketing tie-ins. • Expanded VIP and participant hotel room blocks across Hermosa hotels, rather than limiting that benefit to only one or two rooms. • A post event economic impact assessment that includes business feedback, actual visitor spending patterns, and lessons learned for future event approvals. <p>If approved, this event should not simply pass through our City. It should provide meaningful value to the people and businesses who will be most directly affected by it. Thank you for your time and consideration. I appreciate the City's efforts to bring high quality events to our City, and I hope these suggestions help ensure that any event approved is structured to support both our local economy and our community experience. Laura Pena</p>	<p>No Position</p>	
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APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004	Michelle Crispin	<p>Dear Mayor and Members of the City Council,</p> <p>On behalf of the Hermosa Beach Chamber of Commerce & Visitors Bureau, we would like to express concern regarding the proposed Nike After Dark Tour event currently under consideration.</p> <p>Based on the information provided, the scale of the event and anticipated road closures would create significant access limitations for many Hermosa Beach businesses during a typically busy afternoon and evening. The Chamber has not been contacted by Nike or event organizers to discuss how local businesses might be included through activations, partnerships, or other opportunities that could help offset this disruption.</p> <p>If the City is considering approval of this event, we respectfully request that Nike and the event organizers engage directly with the Chamber prior to final approval to explore ways to integrate Hermosas business community. In particular, we encourage consideration of: a spectator and activation zone at Pier Plaza with programming that directs visitors into the downtown district; daytime activations and partnerships with local businesses; opportunities for Hermosa businesses to participate through cheer zones or vendor activations; expanded hotel room blocks across Hermosa hotels; and a post-event economic impact assessment including merchant feedback.</p> <p>We also note that the currently proposed date of October 17 & 18 already includes two large regional events - the Skechers Friendship Walk and AAU Volleyball League matches - which would require the City to make an exception to its policy limiting the number of major events per day. The following weekend, October 24 & 25, may provide a more balanced operational fit given the existing schedule of the IBVL Tournament and Beach Tennis Matches.</p> <p>Thank you for your consideration.</p> <p>Michelle Crispin President & CEO Hermosa Beach Chamber of Commerce & Visitors Bureau</p>	No Position	
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<p>APPROVE A LETTER OF SUPPORT FOR SENATE BILL 84 DISABILITY ACCESS: CONSTRUCTION-RELATED ACCESSIBILITY CLAIMS: NOTICE OF VIOLATION AND OPPORTUNITY TO CORRECT - 26-CMO-010</p>	<p>Michelle Crispin</p>	<p>Dear Mayor, Council Members, and Staff - On behalf of the Hermosa Beach Chamber of Commerce, we appreciate the City's leadership in considering accessibility reform legislation and understand that the Council is evaluating a letter of support for SB 84. Our Chamber strongly supports accessibility and the principle that businesses should provide safe and inclusive access for residents and visitors of all abilities. At the same time, many small businesses are facing increasing challenges navigating complex accessibility compliance requirements while also managing the risk of costly litigation over technical violations. For this reason, the Chamber believes SB 84 represents a constructive step forward. The bill's notice and opportunity to cure framework provides small businesses with a defined period to correct construction-related accessibility issues after receiving written notice. This fix-it-first model prioritizes correcting barriers quickly while still preserving strong accessibility protections. However, we respectfully note that SB 84 does not address an emerging area of concern for many small businesses: website accessibility complaints. Small businesses are increasingly receiving legal demand letters related to website accessibility, even when those businesses rely on third party platforms or are unaware of technical deficiencies. Without addressing these digital accessibility concerns, there is a risk that litigation pressure may simply shift from physical accessibility claims to website related claims. For this reason, the Chamber respectfully encourages the City to consider supporting SB 84 while also advocating for future amendments or companion legislation that address website accessibility for small businesses, including: A notice and cure process for website accessibility issues similar to the framework proposed for construction-related claims Clear technical standards that small businesses can reasonably follow Educational and technical assistance resources to help businesses improve website accessibility proactively These recommendations are not intended to weaken accessibility protections. Rather, they are intended to ensure that reforms lead to meaningful accessibility improvements while giving small businesses a fair opportunity to identify and correct issues. We appreciate the City's thoughtful consideration of this issue and its continued commitment to both accessibility and the sustainability of our local business community. Thank you for your consideration. Michelle Crispin President/CEO Hermosa Beach Chamber of Commerce & Visitors Bureau</p>	<p>No Position</p>	<p>https://pubhermosabeach.escribe.com/FileStream.ashx?DocumentId=55144</p>
<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>Jake Pike</p>	<p>We should be open to allowing large scale event programs as we have had in the past. This route however completely isolates the homeowners in the sand section. Complete closure and encapsulating residents is not allowed in many jurisdictions and should not be allowed. Many of the streets from 14th North will be impacted and the residents will not be able to access their homes or leave if an emergency arises **. We have kids sports that take place in the fall and we should not be prevented from accessing our homes. I would support the event once a more detailed plan as how we will be able to enter and exit our homes in the sand section. The access issue should be a non-starter and there are plenty of ways to mitigate this problem. If you reroute using the northbound lanes you can provide access to all homes with the ability to have certain streets (22nd) being a rolling closure. It does have a solution.</p>	<p>No Position</p>	
<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>Jim Butler</p>	<p>This would be a big ask even for Skechers, let alone Nike which has no connection to this city. This seems to be a commercial activity, unlike the charitable intent of Friendship Walk. And the route/path is much more intrusive. Hassle for residents is much greater than any benefits to the city.</p>	<p>Against</p>	

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PUBLIC COMMENT	tonyhiggins	<p>Re: HBPD Speeding Enforcement</p> <p>please click/tap on pdf link above if interested</p>	No Position	https://pubhermosabeach.escrimeetings.com/FileStream.aspx?D
ADJUSTMENT OF FEES FOR COMMERCIAL ENCROACHMENT AREAS - 26-CMO-012	Todd Tullis	<p>Encroachment fees should balance the community & retailer benefits of livening up public spaces while also acknowledging the retailer value of using that public space. In this context, I envision 4 categories, from most to least valuable:</p> <ol style="list-style-type: none"> 1) Pier Plaza - most valuable space with highest foot traffic 2) Parking/On Street space - big spaces otherwise available for parking 3) Sidewalk space - tables, chairs, & other merchandise displays that don't fully block the sidewalk for pedestrians 4) Other spaces - nooks & crannies out of the way of pedestrians & cars, e.g Mickey's patio <p>Accordingly, the merchant costs for each category should be lower for less valuable categories. Modulating the costs based on whether the merchant serves alcohol or not, or on the closing time of the encroachment, or both.</p> <p>By my own calculations/estimates, the following fee levels would result in similar revenue to today while also reducing overall cost for some of the smallest businesses:</p> <p>Pier Plaza = \$5 if serve alcohol / \$3 no alcohol service On-street = \$4 / \$2 Sidewalk = \$2 / \$1 Other = \$2 / \$1</p>	For	
APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004	Todd Tullis	<p>Attachment 3 shows significant evolution since this was brought to the Parks & Recreation Commission on Feb 10. The producers are listening & responding to the concerns voiced thus far with changes to and new ideas for this event. While there's always a possibility an event goes poorly, it is worth the risks to give this event a try for its unique nature and potential benefits.</p>	For	

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<p>ADJUSTMENT OF FEES FOR COMMERCIAL ENCROACHMENT AREAS - 26-CMO-012</p>	<p>Michelle Crispin</p>	<p>Dear Mayor, City Staff and Members of the City Council,</p> <p>We appreciate the City's efforts over the past several years to support outdoor dining and commercial encroachments. These spaces have helped activate our streets, create a more engaging pedestrian experience, and support local businesses. We also appreciate the City revisiting the fee structure and considering adjustments for different types of businesses.</p> <p>However, we are hearing from many retailers that encroachment fees remain challenging. Many of these businesses use relatively small areas for modest product displays or a couple of tables -spaces that are less about expanding revenue and more about visibility and creating an inviting street presence.</p> <p>In today's retail environment, small independent businesses are navigating significant economic pressures. For many retailers, these outdoor spaces are not primarily revenue generators, but an important way to attract foot traffic and contribute to the character of our commercial districts.</p> <p>While a fee structure around \$1.00 per square foot has been discussed, we are hearing from some retailers that even that level can still be challenging depending on the size of the encroachment area and the nature of their business.</p> <p>When businesses are able to activate their storefronts, it makes our commercial corridors more welcoming and walkable. These small outdoor spaces encourage people to spend more time in our business districts and support local economic activity.</p> <p>Most importantly, the small retailers, surf shops, neighborhood markets, and family-run establishments that use these spaces are part of what makes Hermosa truly Hermosa.</p> <p>The Chamber respectfully encourages the City Council to consider a fee structure that supports these businesses while continuing to foster active and welcoming commercial streets.</p> <p>Thank you for your consideration.</p>	<p>No Position</p>	
<p>PUBLIC COMMENT</p>	<p>Anastasia Brien</p>	<p>I register my and my family's support to host the Nike After Dark Tour to take place in October. We are proud of Hermosa Beach's commitment to athleticism and inclusion, and we believe it would be an honor for our town to host such a meaningful event and reflect the very best of what Hermosa represents. I hope the city approves and welcomes this opportunity.</p>	<p>For</p>	

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<p>APPROVE A LETTER OF SUPPORT FOR SENATE BILL 84 DISABILITY ACCESS: CONSTRUCTION-RELATED ACCESSIBILITY CLAIMS: NOTICE OF VIOLATION AND OPPORTUNITY TO CORRECT - 26-CMO-010</p>	<p>Courtney Ryan</p>	<p>I strongly support accessibility and the principle that businesses should provide safe and inclusive access for residents and visitors of all abilities. At the same time, many small businesses face growing challenges navigating complex accessibility requirements while also managing the risk of costly litigation over technical violations.</p> <p>For this reason, I believe SB 84 represents a constructive step forward. The bills notice-and-cure framework gives small businesses a defined period to correct construction-related accessibility issues after receiving written notice, prioritizing the prompt removal of barriers while maintaining strong accessibility protections.</p> <p>However, SB 84 does not address an emerging concern for many small businesses: website accessibility complaints. Businesses are increasingly receiving legal demand letters related to website accessibility, often when they rely on third-party platforms or are unaware of technical deficiencies. Without addressing digital accessibility, there is a risk that litigation pressure may simply shift from physical accessibility claims to website-related claims.</p> <p>I respectfully encourage the City to consider supporting SB 84 while also advocating for future amendments or companion legislation that address website accessibility for small businesses, including a notice-and-cure process, clearer technical standards, and resources to help businesses improve accessibility proactively.</p> <p>Thank you for your thoughtful consideration of this issue.</p>	<p>No Position</p>	
<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>Courtney Ryan</p>	<p>I would like to express concern regarding the proposed Nike After Dark Tour event currently under consideration.</p> <ul style="list-style-type: none"> -the scale of the event and anticipated road closures could create significant access limitations for many Hermosa Beach businesses during a typically busy afternoon and evening which could negatively impact our restaurants and retailers. -request that Nike and the event organizers engage directly with the Chamber prior to final approval to explore ways to better integrate Hermosas business community. -October 1718 already includes two large events the Skechers Friendship Walk and AAU Volleyball League matches which would require the City to make an exception to its policy limiting the number of major events per day. The following weekend, October 2425, may provide a more balanced operational fit. <p>Thank you for your consideration.</p>	<p>No Position</p>	
<p>ADJUSTMENT OF FEES FOR COMMERCIAL ENCROACHMENT AREAS - 26-CMO-</p>	<p>Courtney Ryan</p>	<p>Dear City Staff & Council, Thank you for reviewing this topic. The ambiance created by retailers and restaurants in Hermosa is often commented on by tourists visiting the area. They LOVE our little beach town. Please consider the win/win that the encroachments create. More sales=more tax revenue.</p>	<p>No Position</p>	
<p>PUBLIC COMMENT</p>	<p>Vanessa soltero</p>	<p>I want to bring to the attention of the city council of the efforts of one constituent that feels they need to share the need to involve the city attorney on Council person Jackson for not allowing comments on the invitation to hear the proposal tonite. Kent Allen has posted letters from himself and another business owner because he was unable to bother council person Jackson. I visit hermosa weekly, events and the beach are a part of life and to have residents go to these means to try to get a council person in trouble for not allowing comments from him are concerning on what protections are in place for the city council. It seems he has a lot of time on his hands and no one listens to his requests. Kent Allen needs to be addressed by this council on his behavior on social media and given a refresher course on the first amendment and possibly reading comprehension.</p>	<p>No Position</p>	<p>https://pub-hermosabeach.escribe meetings.com/FileStream.ashx?DocumentId=55346</p>

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<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>tonyhiggins</p>	<p>Dear City Council,</p> <p>There are many reasons this event is not a good fit for Hermosa.</p> <p>First and foremost the devil is always in the details and when Nike pitched this event to the Parks commission they could not answer any questions meaningfully about the following potential impacts:</p> <ul style="list-style-type: none"> - 500 parking spaces on Hermosa Ave lost almost certainly leading to major parking problems for west side residents. Nike says additional parking will be provided but hasnt feined a plan. Not only will the Hermosa Ave parking spots on both sides of Hermosa Ave Northbound be lost almost the entire length of the city and overflow into westside residential neighborhoods but many people who normally park on the south side of Hermosa ave will move their cars into these same residential neighborhoods. - Grandstands, DJs, platforms, amplified sound, port o potties, temporary lighting, tents, and vehicle bollards in westside residential neighborhoods AND approving this event without understanding the neighborhood by neighborhood a clear understanding of specifics is a dis-service to impacted residents. - Resident access to the beach and the Strand impacting the entire length of the city. What are the details. Exactly how will beach access and a walkway on the eastside of the strand be provided as Nike claims? Close Beach Drive? -A potential 10 p.m. to 4 a.m. event tear down in our neighborhoods. <p>This is also possibly a bad fit because of our relationship with Sketchers and the fact that it may occur on the same weekend as the Sketchers Pier to Pier Charity Walk just adds injury to insult.</p> <p>This is a slippery slope where the city starts making a habbit of selling resident quality of life to the highest bidder and westside residents pay the price.</p> <p>i would support this event if Nike would make a substantial contribution on say 1 million dollars to a reputable charity like Breast Cancer Research. That would be worth the hassle and might bring the community together.</p> <p>Otherwise Vote No! tonyhiggins</p>	<p>Against</p>	
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<p>APPROVAL OF IMPACT LEVEL III NEW SPECIAL EVENT AFTER DARK TOUR LA 2026 - 26-PR-004</p>	<p>tonyhiggins</p>	<p>edit/sorry Dear City Council,</p> <p>There are many reasons this event is not a good fit for Hermosa.</p> <p>First and foremost the devil is always in the details and when Nike pitched this event to the Parks commission they could not answer any questions meaningfully about the following potential impacts:</p> <ul style="list-style-type: none"> - 500 parking spaces on Hermosa Ave lost almost certainly leading to major parking problems for west side residents. Nike says additional parking will be provided but hasnt feined a plan. Not only will the Hermosa Ave parking spots on both sides of Hermosa Ave Northbound be lost almost the entire length of the city and overflow into westside residential neighborhoods but many people who normally park on the south side of Hermosa ave will move their cars into these same residential neighborhoods. - Grandstands, DJs, platforms, amplified sound, port o potties, temporary lighting, tents, and vehicle bollards in westside residential neighborhoods AND approving this event without a clear understanding the neighborhood by neighborhood of the details is a dis-service to impacted residents. - Resident access to the beach and the Strand impacting the entire length of the city. What are the details. Exactly how will beach access and a walkway on the eastside of the strand be provided as Nike claims? Close Beach Drive? -A potential 10 p.m. to 4 a.m. event tear down in our neighborhoods. <p>This is also possibly a bad fit because of our relationship with Sketchers and the fact that it may occur on the same weekend as the Sketchers Pier to Pier Charity Walk just adds injury to insult.</p> <p>This is a slippery slope where the city starts making a habbit of selling resident quality of life to the highest bidder and westside residents pay the price.</p> <p>i would support this event if Nike would make a substantial contribution on say 1 million dollars to a reputable charity like Breast Cancer Research. That would be worth the hassle and might bring the community together.</p>	<p>Against</p>	
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Kent Allen

Word on the street is that Ray Jackson will not even be at the meeting in person tonight because he has more important business with the Coastal Commission. Fortunately for the residents, the Hb Council kicked Jackson off the South Bay COG last year.



6h Like Reply Share



HERMOSA BEACH
CHAMBER *of* COMMERCE
and VISITORS BUREAU

March 9, 2026

Dear Mayor, Council Members, and Staff,

On behalf of the Hermosa Beach Chamber of Commerce, we appreciate the City's leadership in considering accessibility reform legislation and understand that the Council is evaluating a letter of support for SB 84.

Our Chamber strongly supports accessibility and the principle that businesses should provide safe and inclusive access for residents and visitors of all abilities. At the same time, many small businesses are facing increasing challenges navigating complex accessibility compliance requirements while also managing the risk of costly litigation over technical violations.

For this reason, the Chamber believes SB 84 represents a constructive step forward. The bill's notice and opportunity to cure framework provides small businesses with a defined period to correct construction-related accessibility issues after receiving written notice. This "fix-it-first" model prioritizes correcting barriers quickly while still preserving strong accessibility protections.

However, we respectfully note that SB 84 does not address an emerging area of concern for many small businesses: website accessibility complaints. Small businesses are increasingly receiving legal demand letters related to website accessibility, even when those businesses rely on third party platforms or are unaware of technical deficiencies.

Without addressing these digital accessibility concerns, there is a risk that litigation pressure may simply shift from physical accessibility claims to website related claims.

For this reason, the Chamber respectfully encourages the City to consider supporting SB 84 while also advocating for future amendments or companion legislation that address website accessibility for small businesses, including:

- A notice and cure process for website accessibility issues similar to the framework proposed for construction-related claims
- Clear technical standards that small businesses can reasonably follow

- Educational and technical assistance resources to help businesses improve website accessibility proactively

These recommendations are not intended to weaken accessibility protections. Rather, they are intended to ensure that reforms lead to meaningful accessibility improvements while giving small businesses a fair opportunity to identify and correct issues.

We appreciate the City's thoughtful consideration of this issue and its continued commitment to both accessibility and the sustainability of our local business community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle Crispin', with a stylized flourish at the end.

Michelle Crispin
President/CEO
Hermosa Beach Chamber of Commerce & Visitors Bureau

Dear City Council,
Dear CM Napolitano

The city reduced the speed limit from 25 to 20mph in the downtown business district citing pedestrian safety issues and the need to improve the quality of the downtown dining experience.

It's time to do the same on busy RESIDENTIAL collector roads for the reasons and address our safety and quality of life issues.

In the attached speeding ticket analysis on busy residential collector roads i started with the premise that HBPD enforcement on roads like Prospect, Ardmore, Valley and Manhattan Ave was lacking and that lidar/radar enforcement on these streets was non-existent.

What i found was not a single speeding ticket had been issued on busy residential collector roads like Prospect, Ardmore, Valley Drive Manhattan Ave or 27th street in two years.

Monterey had one speeding ticket in two years.

Total Speeding Tickets per Year:

* 2024: ~46 citations

* 2025: ~115 citations

URL:

<https://cityofhermosabeach-ca.nextrequest.com/documents/60343238?token=0e3da57ef23c77b8fd8c317ee9c04ae5>

That is about one speeding ticket in Hermosa per week in 2024 and two per week in 2025. Another way if looking at it is in 2024 there was about one speeding ticket per 16 (twelve-hour) shifts and in 2025 speeding enforcement increased by a factor of ~2.5 to one speeding every 6 shifts.

But no matter how you look at it, not a single speeding ticket was issued on Prospect, Ardmore, Manhattan Ave, Gould adjacent to Valley Park, or 27th Street in 1,460 consecutive 12 hour shifts. I hope you seriously consider whether increased enforcement is justified.

But please allow me to segue to the underlying reasons for this speeding analysis.

First, there a reasonable case to be made that reducing the speed limit from 25 to 20mph on the busy residential road segments that connect Gould to the downtown area via 27th st then Hermosa Ave is justified under AB43/AB1014

How 27th St scores against AB 43/AB 1014 criteria

High Pedestrian/Bicyclist Areas — this is the strongest fit:

- Busy park with primary access via the 27th/Morningside crosswalk ✓
- School-safe crosswalk designation implies concentration of children ✓
- Class 3 bike route ✓
- Dense residential = high pedestrian generation close to roadway ✓
- High Concentration of Children and Seniors at Valley Park access points ✓

27th and Gould adjacent to Valley Park appears to check multiple boxes under this law and the need for a 20mph speed limit is amplified by the degraded and obstructed and non-ADA compliant sidewalks on the westbound side of the street where several locations provide less than 20 inches of clearance while several hundred heavy trucks run up/down steep hills within a couple feet of the curb.

The park access point alone, combined with the bike route designation and school crosswalk, seems to squarely meet the intent of the "high pedestrian/bicyclist areas" language.

Safety Corridors & Vulnerable Areas (AB 43 / AB 1014) Local jurisdictions and Caltrans now have more flexibility to reduce limits based on safety data rather than just traffic flow.

- Safety Corridors: Limits can be reduced by 5 mph on streets with high concentrations of fatal or serious injury crashes.

High Pedestrian/Bicyclist Areas: Reductions are permitted near transit hubs, parks, or areas with high concentrations of seniors, children, or unhoused individuals.

Note Parks and high concentration of seniors and children. 27th is also a class 3 bike route

- Highway Reductions: Assembly Bill 1014 (effective 2026) allows the Department of Transportation to reduce highway speed limits by 5 mph in safety-sensitive areas

Is targeted enforcement justified?

By almost any traffic safety standard, yes. The conditions you're describing — narrow lanes, heavy trucks, degraded infrastructure, dense residential setbacks, a school-safe crosswalk, 7,500-10,000 daily vehicles, documented resident speed complaints, and late-night bar traffic — represent a textbook case for targeted enforcement.

The fact that **zero speed citations appear in two years of HBPD records** for this corridor is the core finding. It's not that speeding isn't happening; it's that enforcement hasn't been deployed there.

I also hope the council asks the police chief if lidar/radar enforcement being used and if it being used at all on busy residential collector roads.

Finally, I'm not suggesting there weren't high priority hbpd enforcement/safety actions happening on residential collector roads throughout our community.

That is certainly a possibility.

Thank you for your Consideration,
tonyhiggins

ADDITIONAL DETAILS

Total Speeding Tickets per Year:

* 2024: ~46 citations

* 2025: ~115 citations

The data tells a very clear geographic story:

1. PCH & Artesia Blvd — by far the dominant hotspot, accounting for roughly 70–75 citations, the majority concentrated in 2025. This intersection straddles the Hermosa/Manhattan Beach border, and many citations list a Manhattan Beach address, suggesting enforcement activity at or just north of the city line.
2. 2800 Block PCH — about 10–12 citations, mostly in early-to-mid 2024. This stretch is near the northern city limit.
3. PCH & Longfellow Ave — cluster of ~6 citations, mostly January 2025.
4. PCH & Gould Ave — cluster of ~6–7 citations, Jan–Apr 2025
5. S. Sepulveda & Tennyson — 3–4 citations in a tight cluster (August 2024).
6. El Oeste & Gould Ave — 3 citations on a single day (October 8, 2024).

Time Patterns

* Most citations are issued during daytime hours (7am–noon), particularly at the PCH/Artesia corridor — consistent with commuter enforcement.

* A notable minority are late night/early morning (midnight–2am range), scattered across various Hermosa Ave and PCH locations — likely DUI patrol or bar-close enforcement.

Regarding a separate Public Records Request I made seeking Lidar/Radar enforced speeding tickets over the past two years and for which I was told there were no records found; Chief Phillips said:

"We do not have a report which specifies which speeding tickets were issued with the assistance of Radar or Lidar....

He went on to say "The fact that we do not have the specific record that you requested, does not mean that we have not issued speeding citations in the last two years."