

## M E M O R A N D U M

**TO:** Tom Harmer, Town Manager

**FROM:** Allen Parsons, AICP  
Director, Planning, Zoning and Building Department

**REPORT DATE:** February 6, 2020

**MEETING DATE:** February 18, 2020

**SUBJECT:** Discussion Regarding Parking in Longbeach Village

### **Recommended Action**

Provide direction to Manager.

### **Background**

Over the past year the Town Commission has received ongoing resident concerns regarding impacts from the use of public parking spaces within certain rights-of-way in the Longbeach Village neighborhood. These impacts have largely been attributed to activities associated with the two restaurants at the end of Broadway Street.

In response to concerns raised, the Commission has held two Regular Workshop Meeting discussions (March 19, 2019 and April 15, 2019) and has already approved several changes to the Town Code Chapters that address traffic, speed, and parking requirements. (Ord. 2019-03 and 2020-01).

The first, Ordinance 2019-03, adopted on June 3, 2019, provided for the following:

1. **Reduced the speed limit on Broadway Street to 20 miles per hour.**
2. **Prohibited parking on alleys/alleyways Town-wide** (with allowances for limited transitory parking associated with deliveries, drop-offs or pick-ups).
3. **Prohibited parking within 50 feet of intersections on Broadway Street** (on south side of Broadway between Palm Drive and Bayside Drive).
4. **Prohibited parking on Linley Street between Poinsettia and Lois Avenues** (on both sides of the street).
5. **Prohibited parking on Lois Avenue between Broadway and Russell Streets** (on both sides of the street).
6. **Prohibited parking on Poinsettia Avenue, between Broadway and Linley Streets** (on both sides of the street).
7. **Prohibited parking on the South side of Russell Street, between Poinsettia Avenue and Bayside Drive.**

8. **Prohibited parking on all streets within Longbeach Village between the hours of 11:00 p.m. and 5:00 a.m.**
9. **Prohibited parking on all Town streets for periods longer than 3 consecutive days** (on all streets that allow for overnight parking).
10. **Prohibited use of public parking spaces by private valet operators on any Town right-of-way or on any Town-owned property** (unless such usage is approved via a Special Event Permit or Concessionaire Agreement).

The second, Ordinance 2020-01, adopted on January 6, 2020 provided for the following:

1. **Applied a 15 feet driveway setback, from private driveways along South side of Broadway.**
2. **Updated miscellaneous scrivener's corrections to the Prohibited Parking Schedule in Chapter 74.**

In addition to these recent incremental changes, the two restaurants have implemented changes to their on-site management of parking, and have pursued off-site alternatives to provide additional parking. Each restaurant utilizes valet parking services in order to increase the functional capacity of their on-site parking. The Mar Vista Restaurant ownership recently received Site Development Plan approval for a small office building at 6920 Gulf of Mexico Drive with 95 additional parking spaces that will be providing parking for employees and patrons of their existing restaurant. The Shore Restaurant has been working toward securing off-site parking for its employees in either the Whitney Plaza or at the 6920 Gulf of Mexico Drive property, noted above, when development is complete.

The Town Commission discussed aspects of this topic at their January 21, 2020 Regular Workshop Meeting, under Town Commission Comments. At that meeting, Commissioners were responding, in part, to representations that had been made by Longbeach Village residents that a citizen-sponsored survey indicated strong Longbeach Village resident support for limiting on-street parking to a resident-parking-permit-program. Commission comments included the following topics:

1. Inventorying the number of on-street public parking spaces, and information on the utilization of those spaces.
2. Evaluation of the implementation of one, or more, stop signs at intersections on Broadway Street to slow traffic and provide for safer North-South crossings across Broadway Street.
3. Providing an opportunity for the recently approved changes noted above, in conjunction with additional off-site parking being developed, to be evaluated for their effect on mitigating traffic and parking impacts.
4. Preliminarily gathering information on how a resident-parking-permit-program could work.

Each of these topics is addressed below.

**1. Inventory of the number of on-street public parking spaces, and information on the utilization of those spaces.**

<b>Street Name</b>	<b>Estimated Number of Parking Spaces</b>
Broadway Street	43 spaces
Russell Street	80 spaces
Fox Street	42 spaces
Longboat Drive North/Court	63 spaces
Longboat Drive East	18 spaces
Poinsettia Avenue (north of Broadway St.)	30 spaces
Lois Avenue (south of Broadway St.)	8 spaces
Poinsettia Avenue/Magnolia Rd. (south of Broadway St.)	54 spaces
Longboat Drive South/Jackson Way	70 spaces
Linley Street	20 spaces
Cedar Street	36 spaces
Hibiscus Way	14 spaces
Hughes Street	25 spaces
<b>Total Spaces</b>	<b>503</b>

The utilization of these spaces has not yet been evaluated by the Police Department.

**2. Evaluation of the implementation of one or more Stop Signs along Broadway Street to slow traffic and provide for safer north-south crossings, across Broadway Street.**

The application of stop signs is guided by the Manual of Uniform Traffic Control Devices (“MUTCD”) published by the Federal Highway Administration and is recognized as the National standard for “all traffic control devices on any street...open to public travel...” (MUTCD Introduction, page 1-1). Section 2B.04 and 2B.07 of the MUTCD provides application guidance for stop sign control. These include: vehicular/bicycle/pedestrian volumes on major and minor streets, sight distance obstructions, approach speeds, approach angles, and/or history of crashes. Section 2B.04 also advises that neither Stop nor Yield signs should be used for speed control. Several driver behaviors can occur when stop signs are applied without warrants in place: some drivers tend to go faster in between stop signs to make up for the time to stop; other drivers may soft-roll or ignore the stop altogether if no apparent volume/crash or sight distance need for the sign exists. The challenge to these scenarios is that the cross-traffic (vehicles/bicycles/pedestrians) tend to maintain a presumption of safety because the stop sign exists. Also, some drivers may elect to use alternate routes to avoid added stop signs such as, for example, avoiding Broadway and looping up to Russell Street.

Nevertheless, these are guidance, and the Longbeach Village is a historic neighborhood with a number of bicyclers and pedestrians, anecdotally. Various

requests in the Village include two signs (one in each direction) on Broadway at Poinsettia, and two signs on Poinsettia at Cedar Street. There are apparent sight distance issues on Broadway Street due to parking along the South side of the roadway. Should the Commission elect to apply stop signs, Public Works recommends (at a minimum) placing flags on the new stop signs to draw attention to them. A more costly option are solar-powered LED lit stop signs alerting drivers to their existence as vehicles approach. Each sign, with power panel costs, around \$1,500.

**3. Providing an opportunity for the recently approved changes noted above, in conjunction with additional off-site parking being developed, to be evaluated for their effect on mitigating traffic and parking impacts.**

In addition to the Longbeach Village residents' requested consideration of a resident-parking-permit-program, which is discussed further below, staff has received feedback from others that indicate a more comprehensive look at traffic safety and parking throughout the Longbeach Village neighborhood could be warranted. Staff has received Longbeach Village residents more location-specific concerns including a request for stop signs along Poinsettia Drive and includes a request to implement driveway setback requirements (similar to the 15 ft. driveway setback requirements recently adopted for Broadway St.) along Russell Street.

Staff have received concerns expressed from Town residents who do not live in the Longbeach Village neighborhood, that limiting parking to Longbeach Village residents would effectively turn the public boat ramp (with associated truck and trailer parking along Broadway St., for example) into a private boat ramp for Longbeach Village residents only. Similar concerns have been received regarding usage of the publicly funded streets for other purposes, including walking or bicycling through the neighborhood.

Staff have also received expressions of concern from representatives of the two restaurants with regard to their desire to have additional parking available for the public and their status as successful, tourism-promoting, amenity-providing, and tax-paying properties.

Implementation of a resident-parking-permit-program may settle some of the issues that are more directly associated with parking noted above. However, the ongoing and piecemeal receipt of feedback requesting traffic safety and calming measures would benefit from a comprehensive evaluation, including consideration of adoption of a more formalized by-request type of program requiring resident support for implementation of traffic calming measures such as speed tables. For example, it is common to require a signed petition by a specified minimum percent of residents that would be verified by the local government before proceeding with the request. As it relates to traffic calming, programs typically also address costs and future request for removal.

#### **4. Preliminarily gathering information on how a resident-parking-permit-program could work.**

Preliminarily, there are a number of potential components to be further considered, including: the method by which authorized vehicles will be identified, such as decals, placards or otherwise; the number of such markers that would be issued to a single authorized residence and the question of the allotment of guest permits; the fee (if any) associated with these permits; the frequency of renewal and renewal process; penalties, liability, and enforcement criteria; establishing a responsible department and determining the necessary staff resources to administer the elements including custodian of records, and maintenance, collection of fees, fines, and other associated costs.

In addition, as was noted at the January 21, 2020 Town Commission Regular Workshop Meeting, staff did have an additional meeting on February 4, 2020 with residents of the Longbeach Village who coordinated an informal survey of nearly all residents within the Longbeach Village neighborhood and their support (or not) for a resident-parking-permit-program. Those survey results and a summary of their assessment are provided in Attachment A. The residents' survey results indicate overwhelming support, by Longbeach Village residents, for the implementation of a resident-parking-permit-program, with 216 residents indicating support and 6 residents indicating not supporting, out of approximately 230 total Longbeach Village resident properties. (Note: The residents' attached summary report indicates that a number of the 6 residents who did not support a resident-parking-permit-program, "had caveats, or were not firm.")

The residents further indicated that they evaluated two options for a resident-parking-permit-program: "Option A" included all streets within the Longbeach Village; and "Option B" included an incremental approach which would address areas more directly impacted by higher public on-street parking activity first and would be evaluated for expansion if parking impacts subsequently spread to additional streets. The consensus of the resident group was for their "Option A," which would apply a resident-parking-permit-program to all public streets within the Longbeach Village.

In our latest meeting with the residents, they referenced several examples of other local government's that have a resident only parking program. Two specific examples include the City of St. Augustine Beach and the City of Miramar. The staff is reviewing those codes as well as others as part of our research in best practices related to resident only parking programs. Our plan is to provide an overview of some of the existing programs in other jurisdictions as part of our further research.

Staff has proceeded with Town Commission direction to implement incremental changes and evaluate their effectiveness over the course of busier times. Based on the previous Commission discussion we are also compiling examples of how resident only programs are working in other communities within the State. Depending on Commission direction, staff is prepared to continue this course, or to provide additional information and potential code

language related to the implementation of a resident-parking-permit-program. The other option is to conduct a more comprehensive evaluation of overall traffic safety, and parking, within the Longbeach Village, including some combination of these options or others as the Commission may direct.

**Staff Recommendation**

Provide direction to Manager.

**Attachments**

- A. Village Residents Parking Survey (Available in Town Clerk's Office)
- B. PowerPoint Presentation (Available in Town Clerk's Office)

**End of Agenda Item**