



**This meeting will be live streamed via the Town's website**

## **Town of Longboat Key Town Commission**

Town Hall, 501 Bay Isles Road

Longboat Key, FL 34228

[www.longboatkey.org](http://www.longboatkey.org)

Ken Schneier, Mayor; Mike Haycock, Vice Mayor; Sherry Dominick, District 1;

George Spoll, District 2; Jack Daly, District 4;

Ed Zunz, District 5; and B.J. Bishop, At-Large

### **AGENDA**

## **REGULAR WORKSHOP MEETING (Virtual)**

**June 15, 2020**

### **Pledge of Public Conduct**

- We may disagree, but we will be respectful of one another.
- We will direct all comments to issues.
- We will avoid personal attacks.
- Audience members wishing to speak must be recognized by the Chair.
- Speaking without being recognized will be considered as "Out of Order".

### **Call to Order**

### **Roll Call**

### **Pledge of Allegiance**

### **Approval of Virtual Meeting Protocols and Process**

### **Public to be Heard \***

1. Opportunity for Public to Address Town Commission
  - A. At each meeting, the Town Commission sets aside time for the public to address issues not on the agenda.
  - B. All other agenda items.

\* Virtual public participation instructions provided as in attachment to this agenda.

### **New Business**

2. Longbeach Village Parking Issues

Town staff has held a series of meetings with residents of Longbeach Village to evaluate the effectiveness of parking restrictions, and other changes adopted by the Town Commission with Ordinance 2019-03 (adopted June 3, 2019), and Ordinance 2020-01 (adopted January 6, 2020). Staff will discuss several options to address outstanding concerns at the June 15, 2020 Regular Workshop Meeting. Recommended Action: Retain on-street public parking on Broadway Street and Lois Avenue, and develop a resident parking permit program for all other public streets in the Village.

### **Town Commission Comments**

### **Town Attorney Comments**

### **Town Manager Comments**

### **Adjournment**

Please be advised that the Florida Governor's Office has declared a State of Emergency due to the Coronavirus (COVID-19) pandemic. As reported by the Center for Disease Control and World Health Organization, COVID-19 can spread from person-to-person through small droplets from the nose or mouth, including when an individual coughs or sneezes. These droplets may land on objects and surfaces. Other people may contract COVID-19 by touching these objects or surfaces, then touching their eyes, nose or mouth. Therefore, merely cleaning facilities, while extremely important and vital in this crisis, may not be enough to stop the spread of this virus. Those with weakened immune systems may want to avoid the Town Commission's meeting in order to avoid a potential exposure to the virus.

While it is necessary to hold the above referenced meeting of the Town Commission despite the current public health emergency, the Town Commission fully encourages public participation in a safe and efficient manner. Toward that end, anyone wishing to listen to the meeting can do so at <https://www.longboatkey.org/town-government/commission-meetings-live>. Additionally, the public can submit comments on agenda items to the Town Clerk in advance at [tshinkle@longboatkey.org](mailto:tshinkle@longboatkey.org). Please submit comments on agenda items to the Town Clerk no later than Sunday, June 14, 2020 at 12:00pm, to facilitate the Town Commission's consideration of such questions and comments during the meeting.

No verbatim record by a certified court reporter is made of these proceedings. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at these proceedings upon which any appeal is to be based (see Section 286.0105, Fla. Stat.).

In accordance with the Americans with Disabilities Act and Section 286.26, F.S., persons needing a special accommodation to participate in this proceeding should contact the Town Clerk's office at 941-316-1999 forty-eight (48) hours in advance of this proceeding. If you are hearing impaired, please call 941-316-8719.

## Virtual Meeting Protocols and Process

The June 15, 2020, Town Commission Regular Workshop meeting will be conducted virtually with limited staff in attendance in the Commission Chamber at Town Hall.

The Town encourages public participation in its virtual meetings. If you do not plan on participating in the meeting but only wish to view, please consider viewing the meeting via the Town's online streaming option as described in option #2 so that there can be more available bandwidth for individuals who wish to participate in the virtual meeting using the Zoom medium as described in option #4.

Please be advised that there is a 45 second delay due to closed captioning when the Town Commission meeting is viewed using the online option.

Further, should you encounter difficulties in viewing or participating in the meeting with the option you choose, please consider using an alternate form of participation from the options listed below.

To participate in the Town Commission Regular Workshop virtual meeting on June 15, 2020, which begins at 1 p.m., you have the following options:

### 1. Listen to the meeting via phone:

You may listen to the audio only from your phone by dialing 1-646-558-8656 and when the meeting ID is requested, enter 267390984 and then press the # key.

### 2. Watch the meeting online, but not participate:

You may access the meeting by visiting <https://www.longboatkey.org/town-government/commission-meetings-live>. As noted above, there is a 45 second delay when viewing and streaming the meeting through this online option.

### 3. Watch the meeting online and provide public comment prior to the meeting:

Please follow all of the instructions provided for in #2 above. You may also provide written comments by e-mailing Town Clerk Trish Shinkle **no later than June 14, 2020, at 12:00 p.m.** (noon) at [tshinkle@longboatkey.org](mailto:tshinkle@longboatkey.org), by regular mail at 501 Bay Isles Road, Longboat Key, FL, 34228, or submit the on-line form available on the Town's website ([www.longboatkey.org](http://www.longboatkey.org)). The on-line form will be available from Thursday, June 11, 2020, at 12:00 p.m. (noon) until Sunday, June 14, 2020, at 12:00 p.m. (noon). If you do not wish to speak during the meeting, you may request that your written comments be read into the record at the appropriate time. All other written comments received by the deadline will be distributed to the Commission and the appropriate staff prior to the start of the meeting. Time limits will be enforced so written comments that are read into the record must be limited to 3 minutes.

### 4. Watch the meeting and participate during the public comment and/or public hearing in the meeting using Zoom:

Request to Speak instructions:

To request to speak during the virtual meeting or public hearing, you must complete the Request to Speak form **no later than June 14, 2020, at 12:00 p.m.** (noon), to be placed on a participant list. You may access the Request to Speak form by visiting [www.longboatkey.org](http://www.longboatkey.org). You must fill out and submit all required information on the form no later than **no later than June 14, 2020, at 12:00 p.m.** (noon), to participate during the public comment and/or public hearing items on the agenda. The on-line form will be

available from Thursday, June 11, 2020, at 12:00 p.m. (noon) until Sunday, June 14, 2020, at 12:00 p.m. (noon). Except for the public hearing agenda item(s), all Public to be Heard comments will be taken at the beginning of the meeting for both Agenda and Non-Agenda items. If you are requesting to speak during the public hearing agenda item, please indicate that specific agenda item number on the Request to Speak form as your comments will be considered during the public hearing portion of the meeting when that public hearing item is considered by the Town Commission.

Zoom instructions:

For the June 15, 2020, Regular Workshop virtual meeting, please use the meeting link <https://zoom.us/j/267390984> to virtually attend and watch the meeting by computer, tablet, or smartphone. Those whom have pre-registered to speak, will be called upon and the Town's 3-minute time limit will be enforced. If joining from a tablet or smartphone, you will need to download the free Zoom app from your device's app store. If joining from a computer, your computer will automatically download and install (if needed) the Zoom program. If you currently have Zoom installed on your computer, tablet, or smartphone, you may join the meeting by entering the meeting ID 267390984. **In the event you encounter difficulties in participating with this option, an alternate option should be selected to continue participation.**

For additional information or assistance please contact one of the following staff members prior to the meeting:

1. For public comment questions: Trish Shinkle, Town Clerk, [tshinkle@longboatkey.org](mailto:tshinkle@longboatkey.org) or (941) 316-1999
2. For questions on connecting to the meeting: Jason Keen, Information Technology Director, [jkeen@longboatkey.org](mailto:jkeen@longboatkey.org) or (941) 316-1999.

**June 15, 2020**  
**Regular Workshop Meeting**

**Agenda Item #1**

**No material provided for this  
agenda item**

## 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:** June 8, 2020  
**MEETING DATE:** June 15, 2020  
**SUBJECT:** Parking in Longbeach Village

### **Recommended Action**

Retain the on-street public parking on Broadway Street and Lois Avenue (adjacent to the Mar Vista Restaurant and near the Town dock/boat ramp); and develop a RPP program for all other public streets in the Village.

### **Background**

The Town Commission continues to hear from residents of the Longbeach Village (Village) neighborhood regarding traffic safety, and concerns about impacts to the residential character, from the use of public parking spaces in the Village. These impacts are largely attributed to the expansion/recent opening of two successful restaurants at the eastern end of Broadway Street. Recent input has also attributed impacts from parking being associated with use of public beaches.

In response to those concerns, the Commission held three Regular Workshop Meeting discussions (March 19, 2019; April 15, 2019; and February 18, 2020) to consider the issues, options available to address them, and has approved a number of changes to the Town Code Chapters that address traffic, speed, and public on-street parking (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 overnight parking on all streets within the 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.**

This Regular Workshop Meeting agenda item is a continuation of the February 18, 2020 Regular Workshop Meeting discussion. This item was originally scheduled for the March 23, 2020 Regular Workshop Meeting, which was cancelled due to the declared state of emergency for Florida, and the limitations on public gatherings and meetings, as a result of the COVID-19 pandemic.

At their February 18, 2020 Regular Workshop Meeting there was Commission consensus for the following six topics to be reviewed, with a staff report provided to Commissioners on March 17, 2020 (see Attachment A).

1. Evaluating the legality of implementing a Resident-only Parking Program (RPP), including any preconditions to establish.
2. Initiation of performing regular on-street parking counts to be able to compare in-season and out-of-season impacts on the use of on-street parking.
3. Evaluating the legality of requiring employees of the two restaurants to park in remote, off-site parking locations.
4. Investigating the more immediate implementation of measures to reduce speeding and enhance pedestrian, bicycle and vehicular safety. In addition, seeking quick feedback from residents, and their consensus opinions, regarding the desirability of measures such as Stop Sign(s) and/or Traffic Calming measures such as Speed Tables/Humps/Bumps.
5. Providing a review of best practices of RPPs.
6. Evaluating assertions that public safety vehicles, including fire trucks, have been impeded in responding to emergency calls due to on-street parking or other impediments on Village streets.

The staff will be providing an overview of the March 17<sup>th</sup> staff report as part of the updated presentation at this meeting.

Continuing impacts associated with the declared state of emergency, have delayed the return of this discussion item to the Commission. While considering a report on "COVID-19 Update," at their June 1, 2020 Regular Meeting, the Commission provided direction to schedule the discussion on Village Parking at their June 15, 2020 Regular Workshop

Meeting. The Commission's consensus was to consider a number of options to address non-resident parking impacts, including:

1. A Resident-only Parking Program (RPP) within the Village
2. Introduction of Time-Limited Public Parking (e.g. 2 hour time limits)
3. Introduction of Paid Public Parking
4. A "Hybrid" approach that could combine elements of a Resident-only Parking Program and aspects of options 2 and/or 3 above
5. Consideration of a Special District that could include limited (i.e. gate restricted) access to the public

Each of these options is addressed further below. They each address concerns conveyed to the Commission regarding both the number of non-residents parking on Village streets and the length of time that some of the vehicles are parked in front of residents' homes.

### **1. Resident-only Parking Program (RPP)**

Representatives of Village residents organized a Parking Committee, and have advocated for a RPP on all public streets throughout the Village. The Parking Committee representatives have previously provided results of their resident survey to the Commission, which indicated strong resident support for a RPP.

The March 17, 2020 staff report addressed the question of the legality of implementing the RPP, concluding the Town does have the authority to implement such a program, provided legitimate public purposes are among the rationales for doing so.

RPPs have been implemented in many jurisdictions across the Country. They are a common tool used to address challenging impacts, from more intensive uses, when such uses create residential neighborhood parking problems. Typical kinds of conditions that RPPs seek to address are associated with nonresidential uses, within or adjacent to residential neighborhoods, including colleges, hospitals, fairgrounds, ballparks, tourist or entertainment destinations, and major employers.

A common denominator in establishing a RPP is confirmation of strong neighborhood support for a RPP. Many jurisdictions have a process to request to establish a RPP. Typical steps include: (1) a request is made to Public Works/Traffic Engineering; (2) staff evaluates such an application, and conducts parking studies and outreach/coordination with stakeholders; (3) a minimum percentage (typically at least 60%) of residents indicating their support of the application is required for the request to proceed to elected official consideration; and (4) elected officials make final decision of approving or denying the permit program request.

RPP programs typically have statements of intent and goals similar to the following:

- a. Reduce potentially hazardous traffic conditions and congestion resulting from excessive non-resident parking demands in the designated area.
- b. Protect the area from polluted air, excessive noise and refuse caused by entry and exit of non-resident vehicles.



- c. Protect the residents of the area from unreasonable burdens in obtaining parking near their residences and in gaining access to their residences and/or property.
- d. Preserve the safety of children, pedestrians, promote traffic safety, good order and alleviate hardships caused by parking congestion often resulting in strained interpersonal relationships.

Programs typically account for residents, guests, and other temporary needs via a system that include permits, ongoing operational overhead, and enforcement. These elements include:

- **Resident** vehicle parking permits, are typically displayed permanently on motor vehicles owned/controlled by residents of the permit parking area, non-resident property owners within the permit parking area and, in some cases, employed non-residents (if authorized) within the permit parking area. Residents typically receive one to two permits per household.
- **Guest** vehicle parking permits, are typically temporarily displayed in vehicles operated by persons visiting or doing business with residents within the permit parking area on a short-term basis. The number of guest permits ranges but is often two to three per household.
- **Visitor/Temporary** vehicle parking permits, allow residents to request additional temporary permits, as needed, for larger gatherings/special occasions (typically showing street name, and dates the permit is valid for).

Some jurisdictions provide exemptions from RPP restrictions for clearly marked delivery, emergency, utility or public service vehicles and/or vehicles used by disabled individuals displaying appropriate identification.

Most permit programs charge a fee ranging from \$10-\$100 per permit, per year with an expiration date and must be renewed, typically with terms of one year (the most common) and five years. Permit programs are typically enforced by Police Departments, often with specific parking control officers, and many have parking permit/citation service centers.

Some of the drawbacks for the public associated with a RPP include:

- **Costs:** Residents who want to park on the street in front of their own home typically are required to pay to partially offset the costs associated with operating such a program. A RPP is often reported in the literature to be an expensive, labor-intensive program to install and maintain. The price of permits typically cover a small fraction of the expense involved with the installation and maintenance of the parking signs, police enforcement, printing and mailing costs, and program maintenance. RPPs are often subsidized by tax dollars to keep permit prices low.
- **Convenience:** Depending on how a program is organized, it can become a hassle for residents to accommodate guests for parties or service vehicles (landscapers, handymen, etc.).

- **Visitors:** including taxpaying residents of other areas of the Town, may feel frustration at being prohibited from parking on publicly funded streets that have ample curbside parking.

## 2. Introduction of Time-Limited Public Parking

Addressing impacts from longer-term parking, whether from restaurant staff, beach goers, boat trailers, etc. could be effectively mitigated by the introduction of time-limited parking. Time-limited parking increases turnover of parking spaces, which can have a number of benefits including increasing parking availability, reducing cruising looking for parking, and potentially reducing the demand for parking further into neighborhood streets. Recent reports of non-resident parking, associated with beach parking closures, indicate that certain impacts could have a seasonal, or peak demand, related to holidays (e.g. Memorial Day, July 4, Labor Day) or other events (e.g. pandemic beach parking closures). These kinds of non-daily impacts could lead to consideration of time-limited parking for certain calendar time periods.

Information provided to the Police Department regarding the implementation of any parking program, whether time-limited, paid, or both, indicate that such options can be challenging operationally, even in the best conditions. In order to minimize unintended consequences, thorough development of a plan, along with engagement of stakeholders is recommended.

Time-limited parking would likely require hiring additional personnel dedicated to parking enforcement, and promoting compliance for the parking program's operations. Identifying hours of enforcement and applicable parking time-periods would be a key factor in staffing implications.

While parking demands are not evenly spread throughout the Village, establishment of time-limited parking, only on certain streets, would likely lead to pushing parking further from destinations. The consideration of time-limited parking therefore would likely need to be done in conjunction with addressing how parking on all Village streets would best be managed.

## 3. Introduction of Paid Public Parking

Paid parking programs are similar in nature and benefits to those of time-limited parking, but have additional considerations. Paid parking programs have three main components to consider in implementation: a.) Revenue Control; b) Enforcement; and c) Management, which are further described below.

- a. **Revenue Control:** Collecting fees for the use of parking spaces, requires establishing a method of collection. Two technologies are currently considered best practices for on-street revenue control; multi-space pay stations and mobile payments.

Multi-space pay stations have generally replaced the traditional, single space meter and are considered the best practice. Cost of such units can range from \$6,000 to \$9,000 each, with an additional \$50-\$70 per month subscription cost per unit. A

preliminary estimate of 4-5 such units could be considered a starting point for the 35 parking spaces along Broadway Street, as the most likely location.

Mobile payment platforms for parking are becoming more common allowing users with apps on their smart phone/device to make payments via their device. In preliminary correspondence to the Police Department, Walker Parking consultants indicated these systems typically come with no cost to the Town as mobile payment apps charge users a convenience fee ranging from \$0.20 – 0.35 per transaction. Ancillary costs can include outreach in form of signs, brochures, and grass-roots communication with users, businesses, and residents.

- b. **Enforcement:** Revenues and permits can be managed through employment of virtual permitting, where a vehicle's license plate is used as the credential for enforcement purposes. Enforcement could be conducted utilizing traditional handwritten tickets, and would likely require additional staffing to promote compliance of the parking program's operations.

Enforcement can also be conducted with a vehicle's license plate as a credential, with specialized License Plate Recognition (LPR) technology, which would include a vehicle outfitted with LPR cameras. Such systems, however, are very costly, ranging from \$50,000 – \$70,000. Likely limited revenue from the relatively small number of parking spaces would generally not support these expenses.

Adjudication, allowing for contesting of tickets, would also need to be considered for both a time-limited, or paid parking program, and the associated enforcement operations. Additional research on options, such as use of the Town's Special Magistrate, for a parking-specific adjudication process is recommended if either of these options are recommended.

- c. **Management:** A parking program will require ongoing management and enforcement support. The limited number of spaces are not likely expected to cover costs of implementation, or support independent management, by a third-party. Given the likely limited number of parking spaces, a paid parking program is not expected to attract a private parking management organization at an efficient rate. However, it may be possible to negotiate a better agreement with a provider that already has a presence in the area. Another opportunity may be to create an inter-local agreement with a neighboring municipal parking program.

#### 4. **“Hybrid” Approach Combining Elements of Resident-only Parking Program and Public/Time-Limited/Paid Parking**

An additional option suggested for consideration, could combine elements of a RPP with time-limited, or paid parking. This approach could be used to facilitate a public on-street parking component, such as along Broadway Street and Lois Avenue (south of Broadway Street), while limiting the ability of non-residents to park on the remaining public streets within the Village.

The potential value in maintaining public on-street parking along Broadway Street would be to: facilitate additional public access to amenities such as the Town dock/boat ramp,

and public pier at the eastern end of Broadway Street; maintain access to Village streets for those seeking to walk or bike through the neighborhood or beyond; allow for additional public parking for the three restaurants (including Whitney's Restaurant); and provide additional, though less-convenient, public parking for the nearby beaches. Broadway Street is a very wide, collector-type street that has historically provided public parking.

Maintaining public parking or the introduction of time-limited or paid parking along Broadway Street and Lois Avenue could have the effect of pushing public parking onto other available public streets, and the introduction of a RPP, on other Village streets, would alleviate that likelihood.

## 5. Special District, Limited Access Parking

At the Commission's June 1, 2020 Regular Meeting preliminary discussion of these five options, a concept of limiting access to the Village, similar to gated accesses provided to private communities, via Broadway Street, East of Palm Drive, was suggested. The concept included the ability to limit vehicles traveling into the Village and coordination with the two restaurants to assist with parking availability and the redirection of patrons to off-site parking locations, if their parking lots were full. Preliminary ideas for funding personnel or other automated gate systems, to limit vehicular access, included the use of a special funding or taxing district.

If the Commission seeks consideration of this concept, staff would need time to further research this option. The preliminarily identified logistical, financial, and legal challenges associated with limiting public access to public streets, and the public amenities located there, are novel and would require additional staff evaluation.

## Additional Considerations

**Problem(s) Identification:** Prior to determining the best approach among the considerations above, or continuing with the implementation of the Commission's prior direction<sup>1</sup>, it is recommended that consensus be sought on the primary problem(s) the Commission is being requested to address.

Among the feedback provided by residents, the following issues have been the most prevalent:

- I. Safety, including vehicular speeding and a desire for traffic calming measures.
- II. Impacts to residents from restaurant patrons and staff parking.
- III. Impacts to residents, primarily along Broadway Street, from beach goers.
- IV. Parking of non-residents on Village streets, including larger boat trailers associated with the Town dock/boat ramp, primarily along Broadway Street.

The focus of the initial efforts by the Town have been on safety related changes. The restaurants on Broadway have been addressing off-site employee parking as discussed below, though those efforts are not yet fully realized. During the past couple of months, the

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<sup>1</sup> Continue with implementation of previously adopted incremental speed-related, parking and roadway design changes, along with enhanced traffic enforcement and development of off-site parking options for the two restaurants and continued evaluation of these measures' effectiveness over the course of in-season months.

closing of the beach access parking areas has had some unintended effect on parking in the Village, especially on the recent holiday weekend before the beach parking was re-opened.

Depending on the approach taken, almost every issue, except for safety and speeding, could be addressed by the initial options, without further definition of the problem(s) to be solved.

Commission consensus on the primary impacts to be addressed can lead to further refinement of options. For example, if selected, the RPP option could address additional issues such as whether some amount of public on-street parking should remain, and where (e.g. adjacent to the two restaurants, along all or portions of Broadway Street). If time-limited or paid parking programs were chosen, their times and locations would be critically important, along with measures to prevent further neighborhood impacts that may push the problem(s) deeper into the neighborhood.

**Off-Site Parking Provided by Restaurants:** As noted in the March 17, 2020 staff report, both The Shore and Mar Vista restaurants meet their existing entitled parking requirements. However, both restaurants have made efforts to provide off-site parking for their employees and, in the case of Mar Vista, for additional patrons.

Since the March 17, 2020 staff report, The Shore restaurant has secured use of 25 additional parking spaces at Whitney Plaza for its employees.

The Mar Vista Restaurant development of an approved Office and 98-space parking lot at 6920 Gulf of Mexico Drive, containing 95 parking spaces (i.e. 3 parking spaces were required for the Office use), was initiated and then temporarily paused due to reported financial impacts with closings, and subsequent partial reopenings, associated with COVID-19 pandemic requirements.

Whitney's Restaurant has an agreement to provide 12 additional parking spaces beyond the required amount (18 spaces required, 30 provided) via an off-site parking lease with the adjacent vacant bank building.

### **Staff Analysis**

Pending the Commission's problem-identification discussion, staff recommends developing a variation of a "Hybrid" approach, that would retain on-street public parking on Broadway Street and Lois Avenue (adjacent to the Mar Vista Restaurant and near the Town dock/boat ramp); and developing RPP for all other public streets within the Village area.

Staff does not recommend initiating either time-limited or a paid parking program due largely to budgetary, and operational overhead associated with enforcement and management. However, staff believes these options should be reconsidered if utilization of the parking spaces by beach-goers, restaurant staff, boat trailers or others who may use these spaces, creates availability issues or other concerns.

Staff's opinion is that the characteristics of Broadway Street and the variety of public amenities available on Broadway Street and near-by, support retaining public parking spaces. Unlike other streets in the Village neighborhood, Broadway Street is a neighborhood collector

street. It is wide enough ( $\pm 37'$  width) to safely<sup>2</sup> accommodate parking on a single side. Broadway Street (and Lois Avenue, South of Broadway Street) are also seen to fulfill legitimate public purposes by providing parking to publicly available amenities such as the Town Dock/boat ramp, public pier, beaches, three restaurants, and for general access to Town streets for biking and walking, including destinations that include going off the island.

Staff believes that the other streets within the Village are different enough in character that expectations for maintaining a more residential feel warrant additional protections from impacts associated with the more public amenities nearby.

An option for the Village streets, other than Broadway Street, would be to prohibit public on-street parking. While this would be straightforward from an enforcement perspective, and would be less impactful operationally compared to the implementation a RPP, staff recommends development of a RPP in order to maintain existing additional parking options for residents (where allowed and feasible) near their homes. Maintaining the ability for guests or others to park nearer to residents' homes, in addition to parking that may be available on residents' properties, are important public conveniences to continue.

### **Staff Recommendation**

Retain the on-street public parking on Broadway Street and Lois Avenue (adjacent to the Mar Vista Restaurant and near the Town dock/boat ramp); and develop a RPP program for all other public streets in the Village.

### **Attachments**

- A. Staff Report Regarding Parking in Longbeach Village, March 17, 2020 (Available in Town Clerk's Office)
- B. Correspondence from the Public (Available in Town Clerk's Office)
- C. PowerPoint Presentation (Available in Town Clerk's Office)

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<sup>2</sup> Note: Issues of site visibility at cross-streets will continue to be monitored and can be modified if safety or accident related issues arise.

**End of Agenda Item**