



Temporary Parklets Update – Belmont Shore

City Council Meeting – December 7, 2021

Background

Response to COVID-19

- Citywide effort to support the economic recovery for businesses amid social-distancing Health Order
- First temporary parklets were installed in May 2020
- Many were installed just prior to the 4th of July 2020
- At the program's peak:
 - **124** temporary parklet locations citywide
 - **136** participating businesses citywide
- Currently:
 - **96** temporary parklet locations citywide
 - **99** participating businesses citywide
 - **10** parklets removed since September



Focus on Safety

Elements to Consider for Temporary Parklets

- Object marker at approach
- Remaining traveled way – 12' standard
- Structural elements
- Proper installation of barricades
- Stormwater drainage elements
- Safe pedestrian passage
- Utility conflicts
- Existing Temporary Parklets cannot convert automatically to Permanent status.



Why is Belmont Shore Unique?

2nd Street, Belmont Shore

- High-density neighborhood
 - Businesses, services, and amenities
 - Visitors / Pedestrian activity
 - Near residential homes
- Narrow roadway
- Direct link to Pacific Coast Highway
- Impacts to nearby residents
- Impacts to coastal zone
 - Within the Local Coastal Zone



Current Conditions

Council District 3

- **38** total temporary parklets (some businesses have a pair of parklets)
- **38** participating businesses

Belmont Shore (2nd St, Livingston Dr. to Bay Shore Ave.)

- **25** temporary parklet locations (includes double parklets)
- **30** participating businesses
- **4** temporary parklets are shared by 2+ businesses
- **3** businesses have a pair of temporary parklets
- **8** temporary parklets removed to date

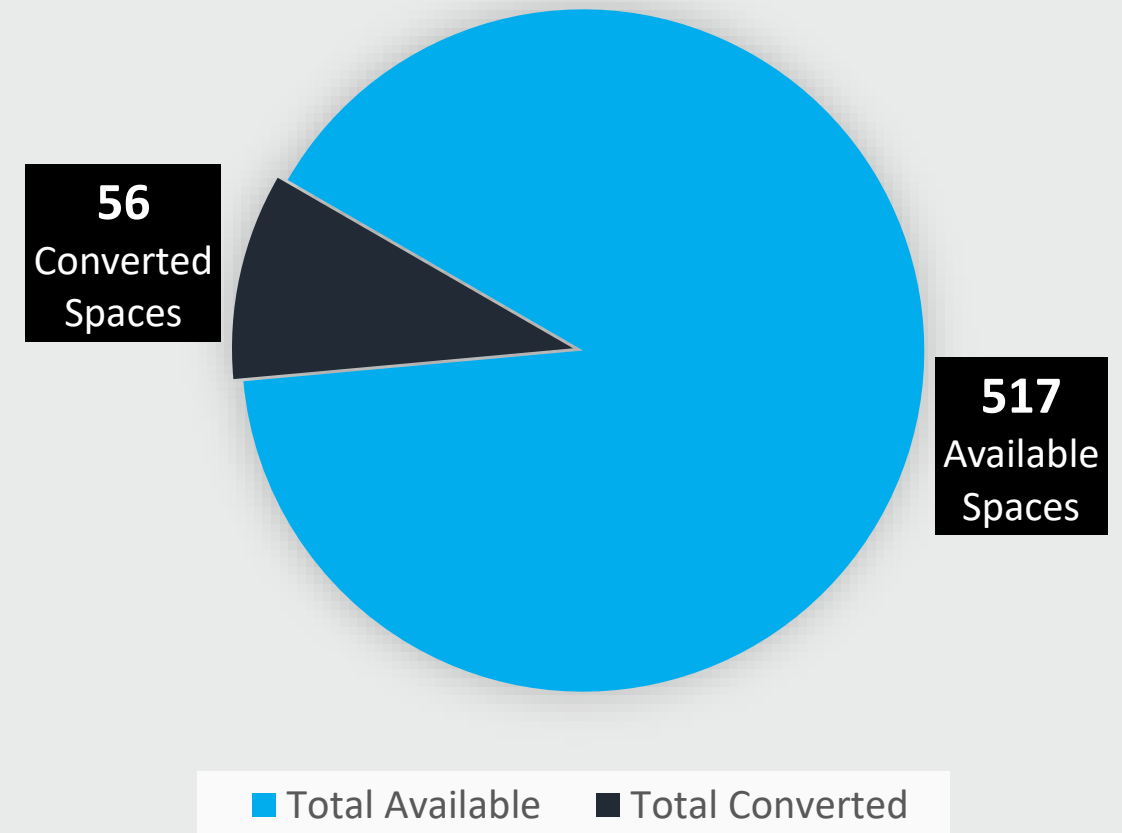


Parking in Belmont Shore

Metered-Space Allocation

- Total metered-spaces = **517**
 - On-street meters = 351
 - Public Lots = 166
- Total converted to parklets = **56**
 - 2nd St = 38
 - Side streets = 18
- Total available for parking = **461**
- Percent converted of total = **11%**
 - 2nd St = 7%
 - Side streets = 4%

Parking space utilization in Belmont Shore
*517 total metered spaces



Multiple Communication Efforts

- Virtual Belmont Shore Community Meeting
- Public & Business Surveys
- Discussion with 3rd District Office
- Field Inspections & Business Visits

A. Utility Access		
YES	NO	A.1 Utility access points are unobstructed and accessible (e.g., transformers, water/gas valves, or any other utility device)
YES	NO	A.2 Platform has perforations for air circulation (only if indicated as a "GAS" parklet above and a platform exists)

B. Parklet Boundary		
YES	NO	B.1 The parklet extends into frontage of an adjacent business(es)
YES	NO	B.2 All equipment, decorative or structural elements are within the parklet limits (i.e., not obstructing adjoining uses or walkways)
YES	NO	B.3 Broadway only: Parklet elements are within at most within 15" of the buffer between the parking lane and a bike lane

C. Pedestrian Accessibility		
YES	NO	C.1 Sidewalk has at least 5' of clearance and free of obstructions or trip hazards (i.e., free of canopy legs, tables, chairs, cables)
YES	NO	C.2 Overhead decorative elements, canopies, lighting, cables or wires are at least 7' above the walkway

D. Traffic Accessibility		
YES	NO	D.1 Adjacent vehicular travel lane is at least 11' wide (outside edge of parklet to nearest lane marking)

E. Platform		
YES	NO	E.1 Parklet has a platform installed
YES	NO	E.2 There is a continuous and unobstructed channel along the curb gutter with an open cross-section of roughness
YES	NO	E.3 Gutter channel opening is covered with a screen to prevent blockage
YES	NO	E.4 The platform is flush with the sidewalk for the entire length of the parklet (e.g., no steps)

F. Structural		
YES	NO	F.1 Cladding over k-rail consists of wood material
YES	NO	F.2 Object Marker is installed
YES	NO	F.3 Barricades are filled with
YES	NO	F.4 First k-rail installed at an angle



We want to hear from you!

The Open Streets Initiative has been extended through June 2022, and we are encouraging participating businesses and their customers to provide feedback on our Temporary Outdoor Dining Program.

The online survey will be available through **November 7, 2021**. To complete, please scan the QR code or follow the link provided.

bit.ly/OSP_ParkletSurvey

If you have any questions, comments, or concerns, please contact the Open Streets Initiative team at goactiveb@longbeach.gov

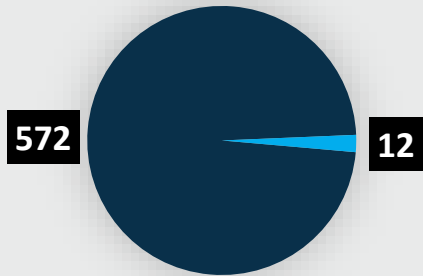
  **CITY OF LONG BEACH**



Results of Outreach – Part 1

Belmont Shore Business Responses

584 Total Responses from CD3
businesses/residents/customer
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- **10** businesses are interested in keeping their temporary parklet through June 30, 2022
- **10** businesses are interested in applying for a “permanent” parklet permit*
- **83%** agree that their temporary parklet has helped their business recover amid Health Order and Social Distancing
- Only **2%** are staffed to at least 95% of pre-COVID levels.

“...many guests still do not feel comfortable dining indoors but want to support local restaurants. The outdoor dining option has allowed those people an option to still spend local.” – Belmont Shore Business Owner

*Existing Open Streets **temporary** parklets are **not approved or designed to be permanent**

Results of Outreach – Part 2

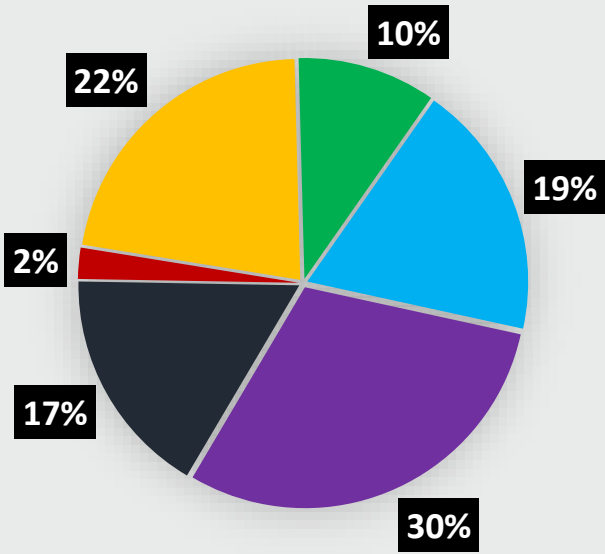
Belmont Shore Customer & Resident Responses

584 Total Responses from CD3
businesses/residents/customers



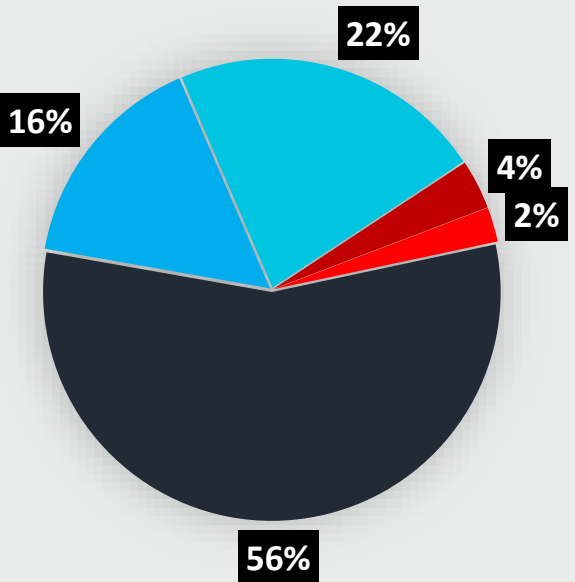
■ Belmont Shore Resident or Customer
■ Belmont Shore Business Owner

Customers: How often do you utilize a
restaurant's Open Streets parklet?



■ Daily
■ 1-2 times a week
■ 3-5 times a week
■ Once a month
■ Never
■ Other

Observed changes in neighborhood foot
traffic during the Open Streets Program

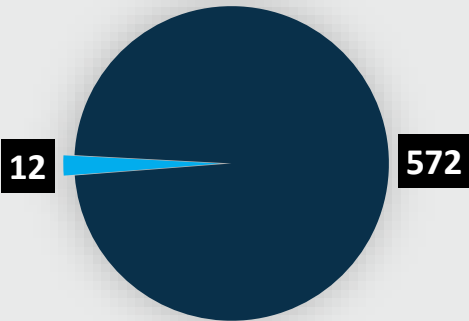


■ Significant Increase
■ Moderate Increase
■ Moderate Decrease
■ Significant Decrease
■ No Change

Results of Outreach – Part 3

Belmont Shore Customer & Resident Responses

584 Total Responses from CD3
businesses/residents/customers



■ Belmont Shore Resident or Customer
■ Belmont Shore Business Owner

Of 584 Submitted Comments	
38%	Support the program
11%	Support, but with restrictions
12%	Parking impact concerns
6%	Traffic sight-line concerns
14%	Congestion and parking concerns
9%	Accessibility and aesthetic concerns

Top Parklet Concerns (Survey & Email)

- Parking impacts
- Sidewalk access
- Aesthetics
- Driver sightlines
- Noise (especially on side streets)
- Quality of life

Positive Feedback

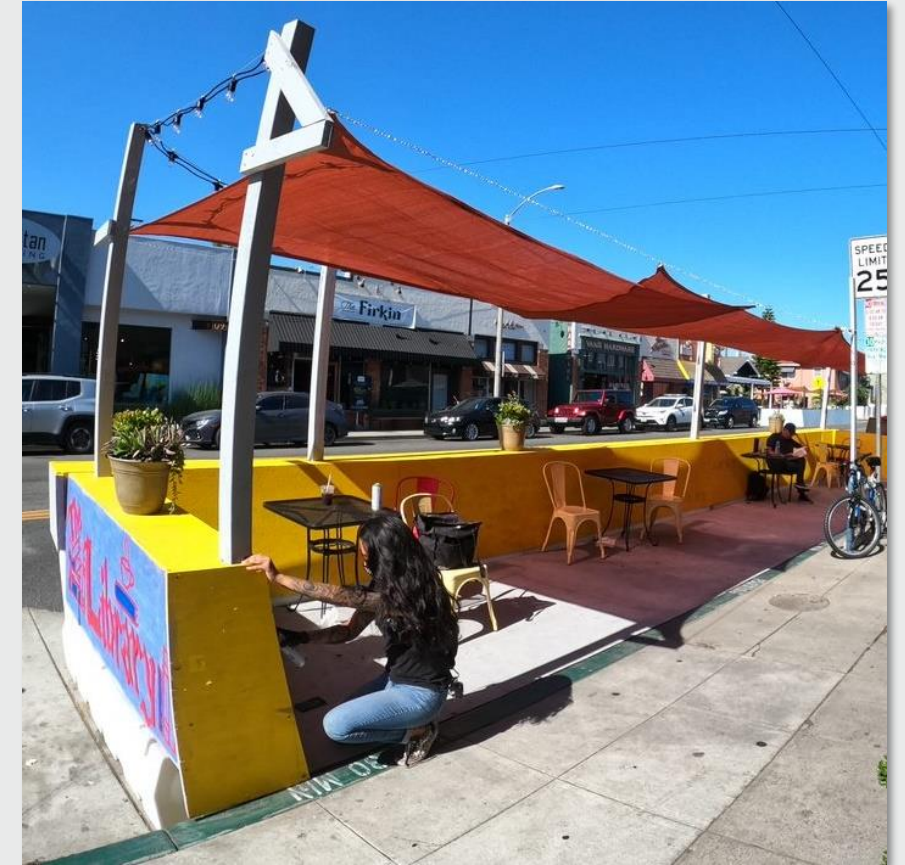
- Value outdoor dining option
- Improves walkability of area
- Enhanced experience/character of Belmont Shore

www.longbeach.gov/goactivelb/

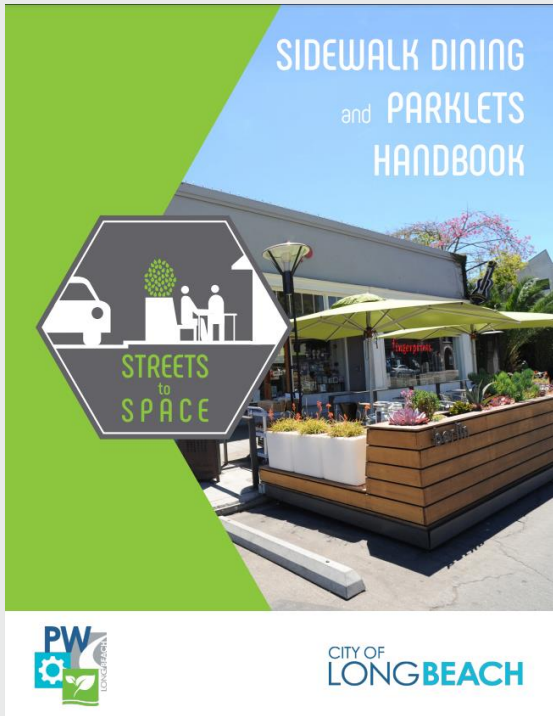
On-going Improvements and Adjustments

Tailored Approach

- Address issues on a case-by-case basis
- Remove temporary parklets by request
- Reduce or adjust parklet footprints
- Check & fill barricade water levels
- Reaffirm consent from businesses neighboring a temporary parklet (frontage overlap)
- Continue inspections by staff



After the Open Streets Initiative



- Existing **temporary** parklets are **not approved or designed to be permanent**
 - Temporary parklets are managed and permitted separately from the Permanent Parklet Program – which predates COVID-19
- Permanent parklet permits have been available through City's existing *Sidewalk Dining and Parklets Handbook*
 - Permit requires design and construction of a new structure that meets permit requirements
 - Local Coastal Zone requirements may apply

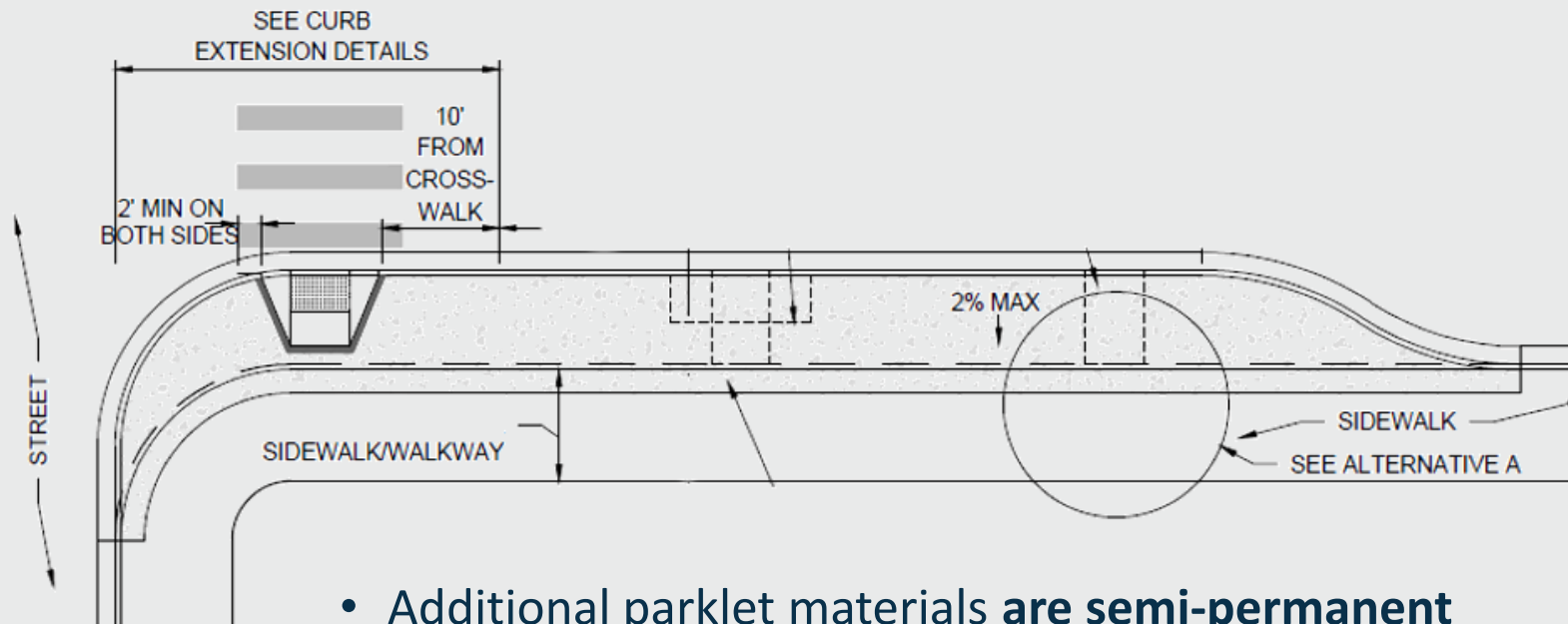
→ www.longbeach.gov/pw/services/permits



Moving Forward On 2nd St.

Parklet Build Considerations for Semi-Permanent Parklets

- Concrete curb-extensions are mandatory on streets with posted speed limits of 30+ MPH



- Additional parklet materials **are semi-permanent** (e.g., furniture, decorative elements, planters)



The Social List 4th St & St. Louis Ave

Moving Forward On 2nd St.

Parklet Build Considerations for Semi-Permanent Parklets

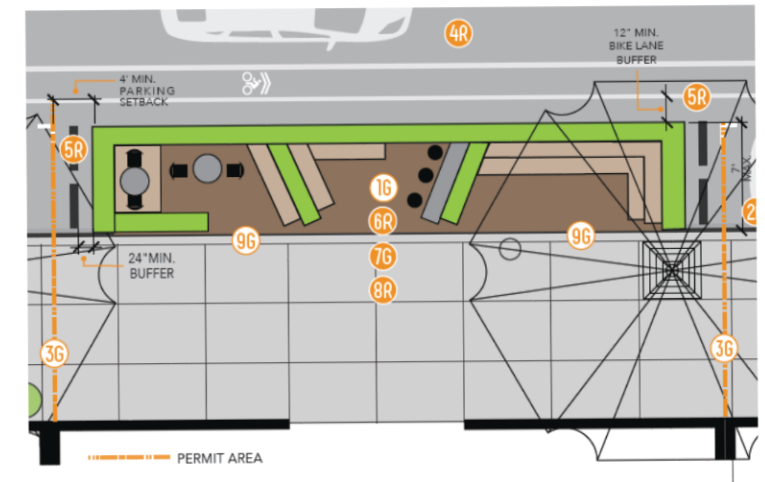
- Semi-permanent materials can be removed if needed



Berlin Bistro 4th St & Linden Ave

A. siting & location

- 1G Parklets should be creative spaces and allow for flexibility of uses, such as dining and public seating.
- 2R The Parklet may not extend beyond 7' from the curb line where there is parallel parking, or 15' from the curb line where there is diagonal parking.
- 3G A parklet should be sited entirely in front of the applicant's place of business.
- 4R Parklets are permitted on streets where the legal vehicle speed limit is 25 mph or less. On streets where the speed limit exceeds 25 mph, a permanent bulbout may be constructed per City standards and shall comply with all sidewalk dining requirements.
- 5R To ensure visibility to moving traffic and parking cars, parklets shall be buffered using a wheel stop or similar protective deterrent located a minimum of 24" from the parklet. Parklets shall provide a 4" minimum setback from adjacent parking spaces and 12" from an adjacent bicycle lane or traffic lane.



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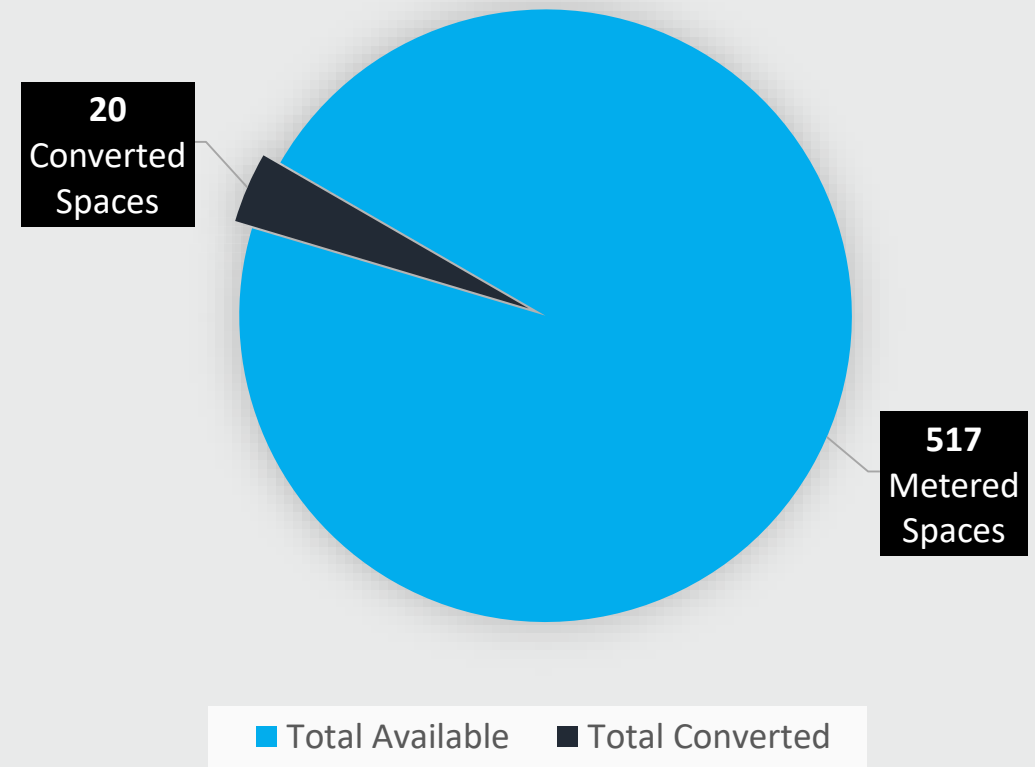
Parking in Belmont Shore with Fewer Parklets

Metered-Space Allocation

- Total metered spaces = **517**
- Total converted to parklets = **20**
 - Decreased from current 56 spaces
- Percent converted of total = **4%**

*Note that the cost of permanent parklet installations can be in excess of \$40-50K, depending on design, construction and installation of safety elements.

Parking space utilization in Belmont Shore
with fewer parklets
*517 total metered spaces



Proposed Recommendations for 2nd St.

- Continue improvements, adjustments, and inspections of existing temporary parklets.
 - Coordinate with businesses to remove temporary parklets whenever possible.
 - Work with businesses not interested in a permanent parklet so that removal of the temporary parklet can take place as quickly as possible.
 - Check/refill all water-filled barricades.
 - Maintain proper approvals and insurance documentation.
 - Direct interested businesses to the existing *Sidewalk Dining and Parklets Handbook*.
- Parklets on minor side streets will no longer be allowed in cases where there are multiple documented violations.
 - Businesses interested in a Permanent Parklet must communicate an intent to apply by January 31, 2022. This will allow businesses to keep their temporary parklet until June 30, 2022 as they work through the process.
 - Organize a single effort to obtain Local Coastal Zone approval in Belmont Shore.
 - Facilitate permanent parklets that meet current construction and safety standards.
 - Goal to allocate no more than 3-7% of stalls to permanent parklet installations.



Thank you

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More information on the Open Streets Initiative at:

www.longbeach.gov/goactive/b/