

Cnare, Rebecca

From: Mary Carbine [MCarbine@visitdowntownmadison.com]
Sent: Thursday, May 15, 2014 4:05 PM
To: Cnare, Rebecca
Subject: Carbine input on Parklets for DCC

Hi Rebecca,

Because I will need to leave DCC tonight at 6:15pm, I have put together my input on the Parklets draft policy "for the record." I will bring copies if you could please distribute to committee members.

Mary Carbine

Input on DCC Agenda Item #5, potential 'Parklets/Cafelets' within public right of way in existing stalls.

-The concept is exciting and could work well for an individual private parklet operator and its customers. However, the concept needs to be reviewed from a holistic perspective. How would allowing parklets affect the Central Business District and other dense business districts overall?

-The policy process should first address whether or not the city should allow it at all, and if so, where, how and to whom, before working on details of physical implementation.

-In general – who at the city is deciding upon/approving this use? What department would provide approvals? Would this go, for example, through VOC? This seems similar to a sidewalk café, for which VOC provides oversight. VOC decides not just on specific food cart or café locations, but provides a public venue for policy discussions.

-I am concerned that there seems to be a pilot parklet project considered before a policy/key issues are worked out. We should not allow a business to invest in a parklet only to be told they have to remove it later.

-The concept needs a process for wider property/business owner input.

Key issues/concerns:

1. Loss of street parking (which affects all businesses including office users as well as retail and restaurant). The BID Retail Strategy outlines convenient parking as a top priority for the business district as a whole. Lack of parking supply that meets the needs of retail/restaurant customers and employers/tenants is a top issue for business and property owners.
2. Existing volume of street vending and cafes. The Vending Oversight Cmte and staff are already challenged maintaining a balance among the many existing such users and uses.
3. If allowed, how would the city manage demand/selection criteria in a dense business district without removing so much parking it has a detrimental impact?

By Googling "parklets city policy" I got results for a number of cities. Parklets are not universally accepted or without conflict, especially regarding parking. We should learn from their experiences.

Specific input:

If allowed - Site Requirements:

- Need some kind of limit on how many parklets can be in one block or area. In the BID this would impact parking that serves all businesses.
- What if every business or majority of businesses in a block want a parklet? How will that be handled? Lottery? First Come?
- Need requirement that private parklet must be immediately adjacent to the business or property (can't just be anywhere, or in front of competing business or sidewalk cafe across the street), and need to define adjacent. For

example, in San Francisco, the policy specifies ground floor business owners, non-profit and community organizations, and fronting property owners .

- Need a requirement that private parklet can be only for adjacent inline business and not, for example, a street vendor or food cart to set up a café in a parking space next to another restaurant or business.
- For sidewalk café private uses, should there be something that allows only when there is no expanded terrace area? For example, there are already wide sidewalks on the Capitol Square, do we want to allow a business to also take a parking space for a café in addition?

Application Requirements (p. 2):

- Does there need to be a new application each year?
- RE: Adjacent Property Owner support. Recommend this be defined – what is adjacent? How far does that extend? Parking availability on one street can affect businesses on the next street over. Also, what happens when a business or property objects? Does approval need to be unanimous within the defined adjacency area (should we recommend yes?) Can a parklet be removed after installation based on objection of neighboring property or business?

Thank you,

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Cnare, Rebecca

From: Sue Springman [sue@mullinsgroup.com]
Sent: Thursday, May 15, 2014 2:01 PM
To: Cnare, Rebecca; Verveer, Mike
Cc: Frank, Greg; Mary Carbine (MCarbine@visitdowntownmadison.com)
Subject: FW: Parklets - proposed policy at DCC 5/15

Hi Rebecca and Mike:

We understand the issue of allowing Parklet's is on the DCC agenda. We just recently became aware of this and would like to ask the city not to make any decisions on the request yet or create a policy.

We feel this is something that needs more study and discussion as it can have many impacts that should involve discussion by property owner and city discussion.

We have not, nor have many we expect, business owners had time to become knowledgeable about this and provide comments. We should not rush into this just because there is a request.

We are unfortunately unable to attend tonight's meeting but would look forward to participating in future discussions.