

TLNA Meeting Minutes for March 2019

3/14/2019

Council members present: Andrew, Keith, Megan, Patrick, Marta, Bob, Senay, Patty, Johnny, Jessi, Elena, Andy, Tyler, Nick, Madeline,

Guests in attendance: Andrew, a neighbor from Das Kronenberg.

February minutes approved

Neighborhood officers report

- Update on 1000 E Mifflin shooting: Saturday night shots were fired, no one was struck by gunfire. Arrested 2 suspects on Tues/Wed. Firearm was recovered. Forensics took a shoe print and subsequently recovered the shoe. Case is still ongoing, investigating. Question about whether it was gang related. Officers don't know or can't say for certain if it was gang related or if gang activity has been happening there.
- Patty has talked with the owners of the building and they said many cameras are in the building and also have a strict policy against illegal behavior.
- Officer Stewart Mossier will be our neighborhood officer moving forward and at future meetings.
- Bob asks if we should be more concerned about this shooting because the suspects are neighborhood residents rather than from outside the neighborhood
- Johnny was at school during Tuesday extraction of suspects, was concerned as a parent representative and community member that there was a SWAT sniper in the schoolyard parking lot. Officers followed up with the parents after the event. There have also been follow up emails
- Patty suggests setting up a meeting to allow parents, neighbors, officers, and alder to discuss the event. Johnny and others agree a meeting would be good, many other parents were concerned.
- Andrew adds that not all parts of neighborhood were concerned about the police response and would like to thank MPD for their response.

Upcoming Social Events

- Breese Stevens hosting 'Tidy Up Tenney', a swapmeet similar to yard sale for apartment dwellers, on Sunday May 5th, 10am - 1pm open to public, free admission, people who want to sell items can rent a table for \$8. Drinks will be sold, some of profits will go to PTG movie event at Breese. Organizers would like 2-3 TLNA member volunteers as helpers, and also can have a table to sell T-shirts, membership, etc.
- Tenney Park Centennial Party
 - Need volunteers to help with lots of things.
- Party in the Park
 - Will look very similar to past
 - Sunday June 9th, 4-7pm, in Reynolds park
 - Need volunteers!
- Megan learned stuff about how to sell TLNA T-shirts
 - To use "square" or similar POS system, need to have a human-being registered. Megan volunteered to fill that role.
- Marta: T-shirts are being printed now. Will have 100 shirts in hand by end of month.
 - Suggests we wait until we have an electronic payment system ready

- Bob volunteers to help figure out how to help with sales tax
- Will bring them to April meeting. Aiming for \$15 cash sales price.

Mail Newsletters?

- USPS offers a few different route options (4 main options)
- None have perfect overlap with our NH. We'll always still need to print and hand deliver some.
- Senay and Patty both think 1 of the 2 lower cost routes would be good to pilot. Perhaps 1x per year in winter since it is the hardest one to deliver.
- Megan suggests that the small locked apartments on Johnson / Gorham are often even harder than the big E Wash buildings since there are no go entryways in those, like Norris Court
- Patrick asks if currently do we break even on newsletters? Yes. Suggests we do 1 pilot with the most expensive one to get people like Galaxie residents.
- Bob also votes for the most expensive one. Also suggests that we look into cheaper printing media.
- Andy offers that we could send a smaller version of newsletter to everyone, like a postcard before big upcoming events.
- Marta asks if there is a way to evaluate or measure if any pilot we choose is successful?
- Johnny asks if there are other ways to reach the locked building? E.g. listserves
 - For the high costs associated, we could really reach a lot of people on social media, and measure the outcomes
 - Andy: Maybe we send a postcard mailer that tells people to join the listserve and facebook
- Senay suggests the the newsletter being able to continue to pay for itself could be a good metric of whether the broader newsletter distribution is a success
- Patty suggests we collect more info, such as how much it costs to send just a postcard, or send only to locked buildings. All agree.

Budget

- Most things same as last year
- Raised the proposed donations to the schools
- Budget is mostly for planning purposes
- Bob is concerned about our budgeting of \$7200 more in expenses than in revenue
 - Bob proposes adding a line item to revenue "withdrawal from money market account of 7200" to balance the budget
- Patrick: much of this guessing, but oh well, this is an aspirational budget
- Patty: This lays out what we are comfortable spending.
- All approve the budget as amended by Bob's suggestion.

Flower Boxes

- Johnny has them stored at underground kitchen
- All of them need new soil, flowers, etc.
- 6 boxes total

E Wash Shuttle

- Patty went to meeting where AmFam and UW and City of Madison are going to try out a driverless shuttle between "The Spark" and the capitol. Will run up E Wash and Main st.
- It'll be a pilot. Proof of concept.

Parking during events

- Keith suggests blocking entrances to the neighborhood from E Wash. Suggests blocking from Livingston to Ingersoll. Could enter from Blount, Baldwin, or Johnson.
- Elena suggests that asking for something could be helpful, to keep the discussion open
- Bob makes motion that we have a public meeting about this to garner NH input and support in the next 8 weeks. 7 yes; 5 no ; 2 abstain. Motion carries.
 - Megan wants to know if this is a widespread problem or just a few neighbors having problems?
 - Patrick wants to know whether the parking garage is filling up during Breese concerts?
 - Johnny suggests waiting until after new mayor and alder elections before taking up an action on this, and also waiting until it gets more chaotic at Breese.
 - 7 yes; 5 no ; 2 abstain. Motion carries. Keith will help organize it.

Chair updates

- No development updates.
- No news on the Blount / E Dayton houses that are in process of construction/remodeling
- Reynolds lot on E Wash next to constellation is For Sale. Owned by the Reynolds brother who used to own the crane lot.
- Plant store possibly going in to 702WI building. Wildewood. Will be at next TLNA meeting.
- James Madison Park plan was approved, with agreement that Parks will look into parking options.
- First Neighborhood grant application came in about a neighborhood planting project. They'll present at next months meeting.

Public officials report:

- Some changes possibly coming to winter parking rules on the Isthmus.
- Ingersoll street construction pushed back a year
- The avenue wants to do some events surrounding soccer games -- neighborhood meeting on Monday, postcards sent out.
- Pasquals will do margarita and taco fest again -- neighborhood meeting will occur

- President's comments

Flood prevention group put out recommendations:

- 1) After holding a public meeting with neighbors and circulating and online petition-draft that got 228 signers as of last Friday, the coalition made 8 recommendations to the county task force, favoring
 - long-range policies,
 - clear county oversight,
 - long-term incremental reduction in lake levels, including a petition to DNR to revise lake level orders
 - river dredging but no lower than natural bottom,
 - city-county collaboration on stormwater diversion and regulation,
 - wetlands restoration and preservation and
 - ongoing aquatic plant harvesting that's ecologically appropriate.

We did **not** recommend:

- bridge support modifications
- river flow re-routing and pumping

- 2) We intend to share the online petition with its recommendations and signatories to all City of Madison alders and the Mayoral candidates and ask them to give priority to flood risk mitigation, including urban stormwater regulation and infrastructure.

Alder Ledell Zeller's Report

03/14/19 TLNA Council

Stone House

Staff have been working to come up with an optimal plan for Ingersoll Street next to the approved "Lyric 2" building, given the need driven by the development proposal for a new left-turn lane onto E. Washington Avenue.

The highlights of the plan:

- The proposed building has not moved.
- The proposed corner plaza itself remains very close to its originally proposed size, with relocated bike parking and changes to planters.
- The narrowest terrace width (south side of Ingersoll close to E Wash) is 6', which is supported by Forestry and can support the columnar species allowable in that area.
- Some of the terrace on the north side of Ingersoll (in front of Jiffy Lube) would be utilized in a street reconstruction to support this. It would not become any narrower than 8'.
- The public sidewalk running along the south side of Ingersoll Street is shifted closer to the building than what was originally proposed, and is partly on private property. This maintains a straight sidewalk, and also maintains the long term (20-30-year) possibility of lengthening the left turn lane (this would only occur if the existing large tree were to die and if it were determined at that time that the left turn lane needed to be lengthened).

The development team has indicated that relocating all or portions of the building is not an economically viable option. This seems to be the optimal solution to ensure adequate space for canopy trees, a good pedestrian environment, and adequate space for the needed left-turn lane.

Winter parking changes being explored and are likely to be proposed

- **Extend Clean Streets/Clean Lakes to year round.** This does two primary things. It allows for plowing to the curb absent declaration of a snow emergency and it allows for earlier in the year street sweeping to clean up sand and debris after the winter season.
- **Include streets with one side of parking in the even/odd side of the street parking restrictions during snow emergencies.** This would allow clearing of these streets on the parking side and would help keep the street wide enough for emergency vehicles. On streets with primary biking facilities (e.g. E Johnson and E Gorham) it would allow for better clearing of snow closer to the curb and of the bike lane which could greatly increase safety for bicyclists. The only way now such streets can be cleared is by posting for 48 hours prior to towing of vehicles not moved. This is a difficult and costly endeavor.

Street reconstruction updates

- **DELAYED UNTIL 2020:** Reconstruct N Ingersoll Street (E Gorham to Sherman), Elizabeth Street (N Ingersoll to N Few) and a small section of Jean Street that's used for drive access to two addresses on the south side of Elizabeth St. This reconstruction will remove and replace the

asphalt pavement, water main, sanitary sewer main and laterals, curb and gutter, drive aprons, storm sewer and private storm sewer connections, and sidewalk as needed.

- **DELAYED UNTIL 2020 (as noted at last TLNA Council meeting):** Resurfacing of the 700 Block of East Dayton Street.
- Both of the above delays are because E Johnson/First street reconstruction bids came in significantly over budget (\$7.9 M which is about \$2.6 M over estimate).

Alcohol Licenses – Applications

- Rigina MacNaughton of Pasqual’s Cantina will apply for a Change of Licensed Premises at Pasqual’s to allow for them to serve alcohol in their parking lot one day to hold the third annual Margarita and Taco Fest. This year they would like to hold the event on Saturday July 20th from 4pm - 8pm. They would like to increase ticket sales from 700 to 900 and increase the Taco Vendors from 15 to 20 as well as have more interactive events. Neighbors will have the opportunity to ask questions and provide feedback at a neighborhood meeting on **Wednesday April 4, 2019; 5:30 – 6:30 p.m.; Private Dining Room, 1344 E. Washington Ave.**
- Avenue Club and Bubble Up Bar - proposing to serve alcohol in the parking lot in association with Forward Soccer team pregame festivities. They would be partnering with Forward Madison Soccer Team Supporters for these events. The events would be scheduled to begin no earlier than 3:00 pm and end no later than 7:00 pm. Neighbors will have the opportunity to ask questions and provide feedback at a neighborhood meeting on **Monday March 18, 2019 at 5:30 p.m. at The Avenue at 1128 E. Washington Ave.**

Alcohol Licenses - Granted

- Change of Licensed Premise
Skogen's Foodliner Inc • dba Festival Foods

Current Capacity: 147 • Proposed Capacity: 147
810 E Washington Ave • Agent: Kevin Schnell

Class B Combination Liquor & Beer • 10% alcohol, 90% food
Aldermanic District 2 (Alder Zellers) • Police Sector 410
Request to change premises description to include designated stalls in parking lot for online grocery and alcohol pick-up.
- Namgyal Ponsar / Little Tibet Class B Beer & Class C wine license. The proposed venue will be located at 827 E. Johnson St.

City Parking Study

- I introduced at last Common Council meeting with a number of other sponsors of continuing alders. See below for the resolution.

Resolution Introduced at February 26 Common Council meeting regarding City Parking

Whereas, concerns about availability of on-street parking for neighborhood uses is one of the most significant issues leading to neighborhood resistance to new development proposals; and,

Whereas, the City expects to be adding approximately 1,600 new dwelling units annually for the next twenty-five years, all or nearly all of which are expected to have an impact on street parking and there is a desire to have development proposals go as smoothly and expeditiously as possible; and,

Whereas, availability of parking for residents and guests is a component of a good quality of life for many residents; and,

Whereas, certain neighborhoods are heavily impacted by event parking which displaces neighbors being able to park on the streets of their neighborhood; and,

Whereas, some residents do not have off-street parking readily available; and,

Whereas, the residential parking permit program, while having some positive impacts on parking availability for residents, it does not have an impact on major event parking and it is oversold by up to 2.5 permits to each available space; and,

Whereas, availability of on-street parking is critical for many small businesses and restaurants to be successful; and,

Whereas, on-street curb space often provides the closest and most convenient access to a destination for people traveling by motor vehicle, and availability of on-street parking and passenger loading zones are critical for accessibility; and,

Whereas, some developers rely on the availability of on street parking to accommodate the parking needs of residents and patrons of businesses in their development to save on the cost of constructing off-street parking for the development; and,

Whereas, currently the Zoning Administrator can waive up to 20 spaces of “required” parking; and,

Whereas, when development proposals come before the Plan Commission, the developer often does not know whether a parking intensive use will be part of the proposal or does not disclose such a use because of a desire to avoid the expense of creating parking within the development; and,

Whereas, when the city absorbs the parking needs of developments, and of the residents in new developments, and of business patrons and of entertainment venue attendees on city streets, such use of the street right-of-way impacts accessibility and the availability of the street for use for traffic lanes, for protected bike lanes, for pedestrians, for bus lanes, for terraces and for street trees; and,

Whereas, the transportation sector is one of the biggest contributors to greenhouse gases and single occupancy vehicles are a major portion of the transportation sector; and,

Whereas, the presence of copious amounts of free parking leads to more use of single occupancy vehicles even when solid alternative transportation options are available; and,

Whereas, parking policies impact the use of single occupancy vehicles and use of mass transit, bike and pedestrian modes of transportation all of which impact emission levels and traffic congestion; and,

Whereas, the Comprehensive Plan includes a strategy to implement a Transit Oriented Development overlay zoning district along BRT and other existing and planned high-frequency transit service corridors which include a goal of reducing parking requirements to support transit uses; and,

Whereas, the Comprehensive Plan includes a strategy to use technology to enhance parking management systems; and,

Whereas, the Transportation Policy and Planning board pursuant to M.G.O. 33.55(6)(b) is charged with considering, developing and recommending transportation policies and plans, including for on-street parking; and,

Whereas, the issue addressed by the Resolution is complex because it involves a mixture of transportation and development issues; and,

Whereas, a dedicated workgroup of relevant staff would prepare a report with background information, policy analysis and recommendations to assist the Transportation Policy and Planning Board in creating a policy for recommendation to the Common Council,

Now, therefore, be it resolved the Mayor and the Common Council shall convene a Staff Team that will address the issues of on-street parking in the City and policies that influence such parking. The Staff Team will be under the direction of the Department of Transportation Director in collaboration with the Planning Director.

Be it further resolved that the following representatives will participate on the Staff Team and shall include agency heads or their designees:

- Zoning Administrator or designee (1 representative)
- Planning Director or designee (1 representative)
- DOT Director or designee (1 representative)
- Transit General Manager or designee (1 representative)
- Parking Manager or designee (1 representative)
- Economic Development Division Director or designee (1 representative)
- City Traffic Engineer or designee (1 representative)
- Further input as needed from Streets, Engineering, and Community Development

BE IT BE FURTHER RESOLVED that the Staff Team shall examine and report on the following issues and such relevant topics that are identified in the course of the review as they relate to our current parking system, policies and goals, and shall consider issues and questions raised in the attachment, and as a result of such study shall:

- Develop a policy that minimizes development parking impact on existing residential neighborhoods while encouraging mode shift.
- Investigate measures to manage shared parking demand of infill development such as business, high density residential, entertainment, and special event needs and recommend associated policies.
- Develop a policy for responding to developer requests for and or/reliance on use of city owned parking and use of public right-of-way to meet their parking and loading requirements.

Be it further resolved that the Staff Team will define the scope of work to include but not be limited to collecting needed data, coordinating focus groups of stakeholders, consulting with parking experts, researching best practices and undertaking other actions as needed to provide supported and clear recommendations. The staff team will bring the work plan to the Transportation Policy and Planning Board for acceptance and will regularly report its progress to and receive feedback from the Transportation Policy and Planning Board.

Be it further resolved that the Staff Team shall complete its review and make final recommendations to the Transportation Policy and Planning Board on or before April 30, 2020.

Be it finally resolved that the Transportation Policy and Planning Board will review the Staff Team's recommendations and develop and recommend ordinance and policy changes to the Common Council on or before September 30, 2020.

Attachment

Issues and Questions to Consider in Parking Assessment

1. Priorities for the use of the public ROW to include (but not be limited to) parking for residents who do not have availability of off street parking, parking for residents who have availability of off street parking at market rates but who chose free (or nearly free) on street parking instead, parking for businesses including restaurants, parking for entertainment venues, as well as the use of the public ROW for general vehicle travel lanes, for bike lanes including protected bike lanes, for sidewalks, for dedicated bus lanes, for dedicated bus rapid transit lanes and stations and for greenspace/terraces/trees.
2. Sustainability of parking policies and priorities given that easily available and cost-free or inexpensive parking generally increase vehicle use and particularly single occupancy vehicle use which negatively impacts Madison's goal of reducing our overall impact on carbon emissions and climate change.
3. Impact of lack of available on street parking (for personal parking needs and parking for guests) on perceived quality of life in neighborhoods.
4. Effectiveness of the Residential Parking Permit Program (RP3) to include but not be limited to:
 - a. Options for enforcement of all hours identified as commuter impacted (currently posted hours are 8:00 am – 6:00 pm but posted 2 hour parking allow non RP3 parkers to park from 4:00 pm through 10 am)
 - b. Having RP3 posted times encompass hours significantly impacted by entertainment venue use
 - c. Possible adjustments to limit RP3 to a ratio reasonably related to available RP3 spots
 - d. Additional verification that vehicles obtaining RP3 permits are vehicles belonging to residents covered under the program.

5. Whether additional encouragement to use off street parking constructed for that purpose should be implemented so that more who have that option would use it which would result in making on street parking more accessible to those without off street options and/or would free up on street space for other ROW priorities.
6. Equity of parking policies and any proposed changes
7. Impact on the cost of housing for car free households of having parking bundled with apartment/housing rents and the effectiveness of the mechanism of requiring the property manager to deduct for the cost of such parking when a tenant opts out of using such parking
8. Impact of parking concerns on acceptance of the development of new housing and businesses and the ease and timing of approvals of the development proposal.
9. Consistency of application and logic of current zoning requirement for parking and the system of waiver of parking requirements and possible improvements to ordinance, policies and procedures.
10. Mechanisms for identifying likely uses of commercial spaces prior to approval of the development with its planned parking to avoid developments offloading business, restaurant, etc. parking onto the general public in lieu of providing such parking as a part of the development.
11. Consider potential impacts on demand for new city-owned parking structures from increased density of development and potential changes to on street parking policies.