

City of Oceanside

Office of the City Manager

Memorandum

DATE: October 28, 2015

TO: Downtown Advisory Committee

FROM: Scott Nightingale, Downtown Area Manager

SUBJECT: Parklet Update

In May of 2014, the City Manager's office directed Planning staff to draft a Parklet policy to allow temporary use of public parking spaces for the creation of additional public space that could function as public sitting areas and/or outdoor dining areas.

On August 12, 2015, staff presented the Parklet proposal to the City Council at a Workshop in order to solicit Council's input on the potential of creating Parklets in the downtown area and to provide direction to staff. City Council directed staff to draft a Parklet policy and establish a pilot project that would eventually be brought back to City council for consideration. In addition, City Council directed staff to exclude the Downtown area from the Parklet policy until the work on Lots 18, 19, and 23 are complete. At this time, staff is working on drafting a Parklet policy and pilot project for areas outside of the Downtown area. (Attachment No. 1 City Council Workshop Staff Report and Power Point dated August 12, 2015.)

STAFF REPORT**CITY OF OCEANSIDE**

DATE: August 12, 2015
TO: Honorable Mayor and City Councilmembers **ATTACHMENT I**
FROM: Development Services Department
SUBJECT: **DISCUSSION OF POTENTIAL DOWNTOWN PARKLETS**

SYNOPSIS

The purpose of the workshop is to solicit City Council input on the potential of creating parklets in the Downtown area and to provide direction to staff.

BACKGROUND

In May 2014 the City was approached by a Downtown business, Pier View Coffee, asking the City to support the installation of parklets. In Pier View Coffee's situation, they are requesting two spaces in front of their business located at 300 Pier View Way. The City currently has no regulations regarding parklets; however, there are guidelines for outdoor dining.

Although parklets have not been officially defined, the term originated in San Francisco as follows:

1) Public parking stalls to be temporarily used for public pedestrian space. Parklets are typically an extension of the curb and provide areas for public fixed and non-fixed seating, dining tables, and landscaping. Typical parklets are demarcated within one to three parking stalls by the use of walls, fencing, bollards, planter boxes, railing cables, and other materials for protection of users within parklets from the traffic. Parklets are also typically located in a downtown area. Initially, the concept of parklets was to serve public space, primarily as a resting spot for pedestrians and as an area for community interaction.

2) Recently, business owners have co-opted the idea for cafe style seating, usually as an extension of an existing outdoor patio or sidewalk space. The private use of parklets has become an increasingly popular use for many businesses in California, and businesses within Oceanside, such as Pier View Coffee, have been exploring the idea of privately maintained parklets serving private uses.

Parklet policies and programs have been created in many cities around the world as a way to support community orientated businesses and to generate pedestrian activity within commercial downtown areas. Parklet programs have helped boost walkability and sustainability in many cities across the United States.

Currently in the County of San Diego, the following cities have adopted parklet guidelines and/or pilot programs: San Diego, Chula Vista, and Carlsbad.

ANALYSIS

The Downtown area is the only area in the City that could potentially install parklets.

Advantages

Parklets can have very positive benefits in a downtown area. They can boost business activities, help define a sense of place, boost walkability; provide a public space and/or create a private space for business to expand operations; generate economic development activity and revitalize an area.

Disadvantages

One of the common concerns of parklets is the loss of parking, particularly in the coastal zone. The California Coastal Commission advises that parking spaces west of the railroad tracks would have to be replaced. In addition, there is also debate over the private versus public use of parklets. Additionally, a few Oceanside businesses have expressed their concerns that parklets could obstruct their display/advertising signs. Further, there are traffic and safety concerns that would need to be analyzed as well as Americans with Disabilities (ADA) requirements regarding access that would need to be assessed.

COMMISSION/COMMITTEE REVIEW

Should the Council provide direction to proceed, the Planning Commission and Downtown Advisory Commission will be presented with any draft parklet policy for input and approval.

CITY ATTORNEY'S ANALYSIS

The City Attorney's Office will review the text of any proposed parklet policy after Council provides direction to staff.

RECOMMENDATION

1. Due to the large amount of construction planned in the Downtown over the next year, staff recommends that we do not implement any such parklet project until work on Lots 18, 19, and 23 is complete due to parking and traffic impacts in the Downtown area.
2. If the City Council is interested in pursuing the parklet concept for the Downtown in the future, direct the City Planner to work with the Planning Commission and Downtown Advisory Committee to design draft guidelines for a pilot project that would eventually be brought back to City Council for consideration.

PREPARED BY:



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SUBMITTED BY:



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REVIEWED BY:

Peter Weiss, Assistant City Manager
Rick Brown, Interim Development Services Director
Jeff Hunt, City Planner





City Council Workshop



Discussion of Potential Downtown Parklets



Oakland

August 12, 2015
City Council Workshop

Introduction & Background

Introduction:

To solicit City Council input on the potential of creating parklets in the Downtown area and to provide direction to staff.

Background:

In 2014, the City was approached by Downtown businesses asking to support the installation of parklets. The City currently has no regulations to provide for parklets. Parklets could allow temporary use of public parking stalls for additional pedestrian orientated public or private spaces.

Parklets Examples



San Francisco



Seattle

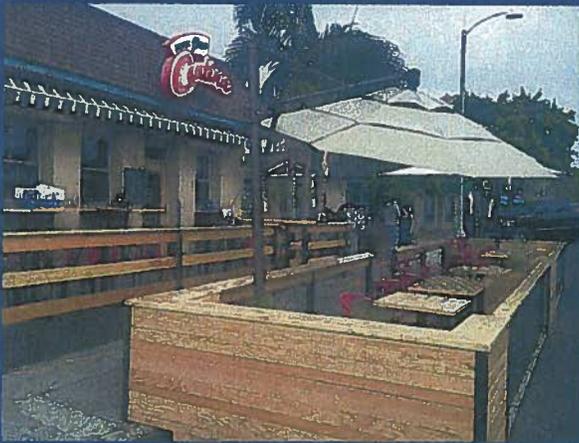


Long Beach



Portland

Carlsbad Parklets



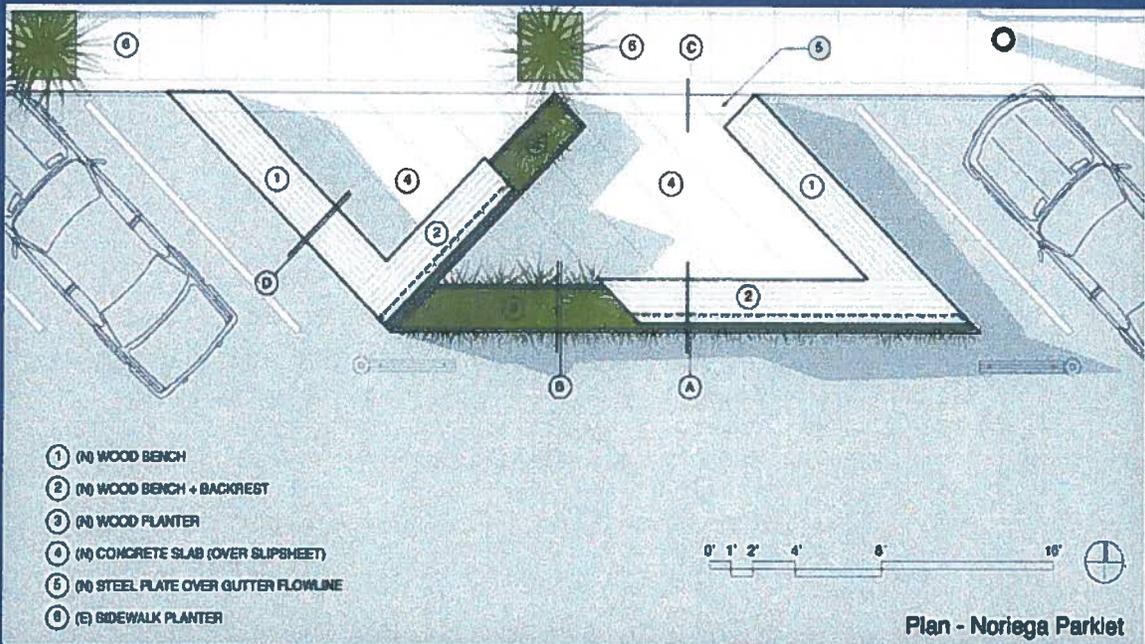
Parallel Parking Parklets in San Francisco



Parallel Parking Parklets in San Francisco



Angled Parking Parklets in San Francisco



Parklet Construction



Analysis and Review

Benefits: Enhanced pedestrian areas and economic vitality; sense of place; walkability

Concerns: Loss of parking, traffic, and pedestrian safety; private use of public space



City Council Workshop



Recommendation:

- Due to Downtown construction and traffic impacts, no implementation until work on lots 18, 19 and 23 is complete.
- If Council is interested, then direct staff to design guidelines for a pilot project that would be brought back to Council for consideration.

