

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>Executive Contact/Phone:</b>
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### **1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to street and sidewalk use; amending Section 11.23.440 of the Seattle Municipal Code, to establish a formal parklet program in the public place.

**Summary and background of the Legislation:** Parklets are structures that convert on-street parking into publicly-accessible open space. As part of the Public Space Management Program, SDOT launched a Pilot Parklet Program in 2013 to support local businesses and address the Pedestrian Master Plan objective of promoting vibrant public spaces that encourage walking. Based on an evaluation of this pilot that included surveys, observations, a parking study, and public comments, SDOT found that parklets can successfully provide active neighborhood gathering spaces that are well supported by businesses and residents. The pilot program was then transitioned into a permanent program in 2015 by accepting new parklet applications and lifting the cap on the number of parklets that can be permitted. To support this transition, SDOT developed guidelines that establish outreach, design, and maintenance standards for parklets (see Attachment A). The 10-year Move Seattle Strategy called for formalizing a Parklet Program as a way to advance the goal of creating more vibrant streets and sidewalk.

This legislation is an administrative action to clarify SDOT's permitting authority for parklets in the Seattle Municipal Code.

A parklet-specific use code is added to the Street Use Fee Schedule, effective January 1, 2017, in companion legislation introduced as **Council Bill \_\_\_\_\_**.

### **2. CAPITAL IMPROVEMENT PROGRAM**

**\_\_\_\_\_ This legislation creates, funds, or amends a CIP Project.**

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

**X This legislation does not have direct financial implications.**

This legislation does not have direct financial impacts; however, Street Use Fees resulting from passage of companion legislation, **Council Bill \_\_\_\_\_**, will result in approximately \$6,730 of additional revenue in 2017.

#### 4. OTHER IMPLICATIONS

- a) **Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?**

No.

- b) **Is there financial cost or other impacts of not implementing the legislation?**

There are no financial costs associated with not implementing the legislation. However, without implementing the legislation, SDOT's permitting authority around the Parklet Program would lack clarity in the Seattle Municipal Code and permit data could not be easily tracked.

- c) **Does this legislation affect any departments besides the originating department?**

No.

- d) **Is a public hearing required for this legislation?**

No, but Attachment B details the public outreach conducted to date for the Pilot Parklet Program and Parklet Program.

- e) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

- f) **Does this legislation affect a piece of property?**

This legislation does not affect a specific piece of property.

- g) **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?**

This legislation does not directly impact vulnerable or historically disadvantaged communities. The legislation supports the operation of a Parklet Program, which allows businesses, community groups, and residents in all Seattle neighborhoods to seek permits for parklets on public streets. To ensure that the program is equitably administered, SDOT has completed a Racial Equity Toolkit for the Parklet Program and is taking steps to encourage parklets in historically disadvantaged communities. These steps include expanding outreach efforts in these communities to specifically promote the Parklet Program and connecting would-be parklet hosts with access to funding resources and volunteer groups.

- h) **If this legislation includes a new initiative or a major programmatic expansion: What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.**

The goals of the Parklet Program are to provide vibrant community gathering spaces in the public right of way, promote economic vitality, and encourage walking and biking. These goals facilitate placemaking and prosperity, which align with SDOT's vision for a vibrant city outlined in the Move Seattle Strategy. This legislation supports the Parklet Program and would continue to allow businesses, community groups, and residents to

obtain parklet permits and advance the program's goals while giving SDOT greater ability to track program metrics.

Since September 2013, SDOT has permitted eight parklets and is working with five additional prospective parklet hosts. During this time, the success of the Parklet Program's objectives was measured through surveys, observations, a parking study, and public comments. Measurements in each of these areas showed a high level of support from both parklet visitors and businesses. SDOT will continue to evaluate the installed parklets to ensure that the program is meeting its intended goals and is well supported by communities. The proposed legislation will assist SDOT in these evaluation efforts by tracking permit data to measure program participation and fee revenue.

**i) Other Issues: N/A**

**List attachments below:**

Summary Attachment A – SDOT Parklet Handbook

Summary Attachment B – SDOT Parklet Program Background and Outreach Timeline