

Garver North Plat PIM#2
02-29-24
Chat comments and Questions

Sarah White 06:21 PM

How many acres are in the “existing wooded area” and how many in the developed area?

Lance Green 06:21 PM

Please describe stormwater controls for the paved areas and location of berm, if still proposed.

Sarah White 06:22 PM

Is the paved path looping the developed area a bike path?

Sarah White 06:23 PM

Please provide more information about berms & hills. We need this buffer between the developed area and the existing wooded area.

Sarah White 06:24 PM

What are the plans for planting trees on the existing wooded area? Removal of invasives, replacement with native species that would be found here?

Phyllis Treige 06:26 PM

There is quite a lot of detritus and leftover architectural building materials in the OBG Maintenance area currently, including rusted metal and other unsafe materials. Can you share a bit more about whether those materials will be tidied up in some fashion?

Lance Green 06:26 PM

How will bikers be kept out of the natural areas north of the bike skills trail?

Micah Kloppenburg 06:26 PM

Hey, this is pretty cool. Thanks!

Lissa McLaughlin 06:28 PM

In mid-February the city levelled a dirt mound left behind by the Construction Recycling Projects behind Garver, creating a raised parking surface. On Feb. 24 I photographed 46 cars parked there for the Farmers Market. A majority of respondents to your last survey rejected adding any parking in the North Plat. Why has a lot been built, with a capacity of 200 cars without any input from the neighborhood? This is public space clearly being put to private use.

Erin Feldhausen 06:29 PM

Does the path have to be paved? Could it just be crushed gravel? We have plenty of sidewalks and bike paths, it would be nice to have some softer surface paths

Carolyn Mixon 06:30 PM

60-65 parking spaces seems to be catering to Garver Feed Mill. The park space is not going to attract that many people at once. In addition, if the parking is for the park users, then how will Garver customers be kept out so that park users can actually park close to the area?

Sarah White 06:31 PM

I do think the plan is very good overall, reflects listening to the public input from 12/7/23 and doing your best to balance different interests/wishes.

Cathy Debevec 06:32 PM

Please, no community gardens for private use in what we want for nature space. Its already fragmented wih all the other things - parking, bike track, food truck picnic area etc. This is a very popular nature space - there just isnt that much space to turn over for few people's exclusive use. Glad the tiny cabins didnt work out for exactly that same reason. Wouldnt somewhere in Voit area be a more appropriate location for community gardens?

Lissa McLaughlin 06:32 PM

I agree. Many thanks for recognizing the value of existing woodland and wetlands.

John Steines 06:32 PM

Assuming the exiting mounds are or contain contained contaminated soil & obviously need to be removed, those mounds could be recreated to some degree with clean fill (maybe even soem ofthe raised beds fall into this), once the contaminated soil is removed, so as to provide an effective light/sound barrier to the wetland area - similar to what exists now, correct?

Nicholas Davies 06:33 PM

If I understand the response correctly, Parks Department assertion is that the parking minimums and maximums set out in the city's zoning code are correct. Is that the right takeaway?

Phyllis Treige 06:34 PM

Echoing other comments, wanted to say how much I appreciate the public engagement around this project and the thoughtful incorporation of feedback.

Chuck Strawser 06:35 PM

I'm happy to see the bike trails for kids included in this iteration of the plan, and intrigued by the idea of food trucks. I think you'll probably need more bike parking, especially if there are food trucks there as every time I've biked to Garver in warm weather the racks there are full (on both sides of the building). Thanks

Elliott Gilfillan 06:35 PM

Have the Hochunk nation or other indigenous wisdom holders been consulted regarding any pertinent historical ecological context of this area?

Nicholas Davies 06:35 PM

I also meant to ask: What is the additional cost to the city associated with building parking for the benefit of a private business adjacent to the park?

Would parking sized just for park users be cheaper to build and maintain?

How much would this favor to a private business cost the city during the coming budget crunch years?

Emily Mixon 06:36 PM

Thanks for incorporating the feedback about bike skills trails! I really hope that sticks in some form— pump track or otherwise. I agree the parking seems catered to Garver so not sure if they should financially contribute, at least, if they aren't already. A better use of impervious cover would be a bathroom near the picnic area since the closest public park bathroom is a fair walk back up the path to Walter street.

John Steines 06:37 PM

I do think the sizing of structured space is reduced to a fair degree from original, preserving significant wild space. I commend the team/planners for stressing native habitat here as much as able.

C Lore 06:38 PM

It is very nice to see incorporation of more active and fun uses, such as the bike skills area-which people have been asking for all over the city! I'd like to ask that the turf areas be cut down and that any walking trails while accessible remain more natural and connected to nature as possible.

Anastasia 06:40 PM

Access is important and yet why do we prioritize access via car? We have an increasing bus and bike infrastructure. Let's encourage less driving and more biking, bussing, and walking via less parking. Parks > parking.

Cathy Douglas 06:42 PM

I'm not sure why the auto parking needs to be free. I understand that some people need to drive to the area, but with space being valuable, why not charge people to park? Vehicle storage shouldn't be free.

Sunita Nandihalli 06:43 PM

Beautifully said! When Garver/Olbrich are busiest I've noticed parking in the surrounding neighborhood streets are virtually empty. There is plenty of parking nearby and Garver itself has pointed folks in the direction of alternative parking spots, folks just need to use them

Sarah White 06:43 PM

A berm/buffer of sufficient height will protect the areas to the north including the residential neighborhoods & OB Sherry Park from sound traveling from Garver Feed Mill. Outdoor music on the north side of the building travel FAR to the north/east. We can hear the Ironman event at Monona Terrace over here! A berm/buffer would be very welcome.

Carolyn Mixon 06:44 PM

With the exception of the amount of planned parking, I am pleased with the area being primarily managed meadow, open field, and bike/walking paths.

Phyllis Treige 06:45 PM

Whoohoo! Thanks for answering the question about leftover materials.

Nicholas Davies 06:45 PM

I didn't catch an answer to this question: Do you have any other examples of other city parks where the city has paved over a part of the park to serve as customer parking for a private business?

alex applegate 06:46 PM

Grateful to have a bike trail as part of the plan, would love to see trails expanded and prioritized over paved and parking. bike traffic through that area seems to exceed car traffic, let's embrace it!

Jeannine Ramsey 06:46 PM

Nice plan. Thank you for listening to people in the community!

Anastasia 06:46 PM

Living just a few blocks away from the feed mill, the street parking available is rarely filled up/used. Folks can use already paved roads for parking. A number spots for accessibility for those with disability sound great, but beyond that, no need! Thanks!

Jane Wolff 06:48 PM

Have there been any request for a kayak landing/access? Is any planned? Nick Hein

Sarah White 06:48 PM

I like the location of the paved path—when there was a construction road running through there it was very pleasant and walkers used it a lot. But please, how about pervious paving—gravel? What material is

accessible but not too encouraging to bikes, which move at an inappropriate speed to share space with those of different abilities?

Amy 06:52 PM
Nice work!

Tim Clarke 06:53 PM
I have a loved one with mobility challenges who will greatly appreciate the paved path to get close to nature. Do you have an estimate of how many of the parking spaces will be designated for these users?

Nicholas Davies 06:53 PM
Garver has the parking they're supposed to have, according to the Plan Commission, but it sounds like the Parks Department can arbitrarily decide otherwise?
Where does this go from here? Will this be going to the Parks Commission or Common Council for a vote?

Sarah White 06:55 PM
Yes, what are the next steps for residents who want to stay informed and have input where appropriate?

Cathy Debevec 06:56 PM
When you say "paved path" are you including the possibility of pervious paving? Any parking should definitely be pervious and wheelchair access doesn't necessarily have to be concrete /impervious. thx for taking input.

James Tyrrell 06:56 PM
Mountain biking is a great way for people to enjoy shared trails in wooded areas. Mountain bike access to dirt trails is extremely limited on the east side. Are there any plans to have dirt trails accessible to cyclists?

C Lore 06:57 PM
Well done singletrack is also great for hiking and connecting to nature. It can also be ADA accessible without being paved.

Nick Rompa 06:58 PM
Olbrich Gardens has two very large parking lots just to the east of the creek running through the gardens. These parking lots are associated with the ball diamonds. Increasing signage to direct visitors to these parking lots would go far in reducing parking woes and are no farther a walk than the proposed lot. Adding parking into the proposal does smack of a public park serving the private interests of Garver.

Joe Schubert 06:58 PM
Great presentation and some exciting updates, thanks Adam! Really excited about the bike skills path and the opportunities for hiking/running in a natural setting :)

Do you have a rough financial estimate for this updated parking lot size, and for the total budget for this park?

If we didn't spend this space and money on a parking lot, what park amenities could we build instead? It seems we might be giving up hiking, biking or other park amenities for parking.

Jacy Whitehead 06:58 PM
To bike trail talks - at this time, Voit farm buyers claim they'll be putting in mountain bike trails?!

Sarah White 06:59 PM
This is a rare pocket of wildlife habitat on the east side, which has 1/10 of the natural nonprogrammed space that the west side has!!

We do not need to have active mountain biking and other animal/bird-disturbing uses in the North Plat.

C Lore 07:01 PM

Surprisingly, I see some of my best shy birds while biking and they are not spooked. We enjoy birding and conservation as well.

Lissa McLaughlin 07:02 PM

I worry that the Bike Skills area will invite mountain bikers to feel free to use the small pedestrian paths closer to Starkweather Creek. I've nearly been knocked over by speeding bikers on these narrow trails. Always grateful when a biker dismounts and apologizes for abusing the path. Speed seems antithetical to wildlife survival and the experience of peace and refuge so many neighbors have historically enjoyed here.

Nicholas Davies 07:04 PM

Sorry, I didn't catch the dollar amount: how much more is this parking going to cost the city, compared to a smaller lot just for Olbrich North visitors?

tom cranley 07:05 PM

Is there any thought to public art on site? Public Art seems to be something so many people enjoy but is rarely considered.

Cathy Debevec 07:09 PM

If the parking is only occasional special use, then why not think in terms of dual purpose - parking sometimes, open playground or field other times? We just don't have a lot of green space to spare on the east side. I go to flea markets and such where they put temporary parking onto mowed grass areas and it seems to work just fine.

Mario Galindez 07:17 PM

From a transportation engineer's perspective: the more parking that is added to this site, the more folks will choose to drive if they don't have to. We obviously need 10-20 spots for accessibility to the park. Anything beyond that will just encourage people not to carpool or take other modes of transportation. Please reduce the parking lot size to encourage more environmentally friendly and people centered modes of transportation.

Tim Clarke 07:17 PM

While pervious materials can work for wheelchair users or users that require even, level surfaces, they do require more frequent maintenance to keep up to that standard.

Tara L Dary 07:20 PM

wondering about lighting. This area is currently one area that is not lit up at night...Please keep it that way! for the neighbors..humans, coyotes, fox, owls..
You would like to answer this question live.

Sarah White 07:22 PM

Glad Lissa mentioned "peace and refuge". Many people I meet walking in there share that experience.

Frank Hassler 07:24 PM

Mountain bikers use the "existing volunteer trail" as a travel route. Its not a 'fun' trail, its boring, but it gets one from one place to another through a more pleasant natural area, that everyone clearly appreciates. Widening maintaining the trails would do more to reduce conflicts. And of course everyone should be aware of their surrounding and courteous of other trail users, bikers yielding to pedestrians.

Nicholas Davies 07:25 PM

Does Garver Feed Mill have a Transportation Demand Management Plan? If they were redeveloping today, I think that would be a requirement. Even if it's not required of them, they could still use the city's standard strategies to mitigate their transportation impacts instead of blaming it on the public

Anastasia 07:27 PM

Thanks to hosts and participants!

Sarah White 07:27 PM

Thank you, Adam! You run meetings very well.