

PARKLETS

INNOVATIONS IN URBAN PUBLIC SPACE

*Examining the Positive Impacts of Parklets for the
Future of Kelowna*



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at



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UBCO respectfully acknowledges the traditions and customs of the Okanagan Nation and its people in whose unceded territory the campus is situated. The Syilx (Okanagan) people have been here since time immemorial. In September 2005, the Okanagan Nation Alliance officially welcomed UBC to traditional Syilx (Okanagan Nation) territory in an official ceremony, Knaqsnpi'ismist, where UBC signed a Memorandum of Understanding with Okanagan Nation.

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Introduction

The common way that cities are designed is with cars in mind, whether there will be enough parking, if the roads will be able to handle rush hour traffic. This is all done with the assumption that everyone will be traveling in personal vehicles. Kelowna is a very good example of this, having one of the highest rates of cars per capita.

Instead, cities should be designed with a focus on the people and encouragement of multi-modal transportation. This means making city centres with pedestrians in mind and encouraging the use of public transit, bicycling, and car-sharing or car-pooling.

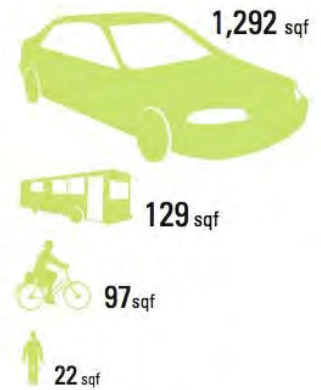
This is where parklets make valuable additions to changing the way a city works. When urban planning is done to fill the needs of the people living in the city instead of the cars, it leads to a much healthier and engaging city. Parklets help to fill this need in cities that have already been designed, and now want to change, because they reclaim space that was previously designated to cars. The changing of a parking stall into a space for people to interact with one another is a relatively fast and affordable way to begin to reinvent the city.

Having city streets be focused on the needs of pedestrians makes the city a more enjoyable place to be. The streets are part of the experience instead of simply the path from one place to the next. Parklets help to create this sense of community and interaction in a city. In one parklet there can be racks for a number of bikes as well as seating for many people to enjoy, all in the space that would have previously been occupied by a single vehicle.

The addition of parklets is an achievable first step to recreating Kelowna as a city pushing boundaries and changing the atmosphere of the city into one that is an even more lively and engaging place to be.

Undemocratic Use of Space

Cars are the most inefficient users of New York City street space. A sensible, sustainable transportation policy would prioritize transit users, cyclists and walkers.



Square feet used per traveler

<http://nyc.streetsblog.org/2017/02/01/the-scarcer-the-parking-the-more-room-for->

PARKLETS: THE DETAILS

WHAT ARE PARKLETS?

A parklet is defined as a parking space or similar area reclaimed for public recreational or beautification purposes. A parklet is an extension of the sidewalk over an on-street parking space that serves as a small public park. Parklets are first and foremost a neighbourhood amenity. They offer a place to stop, to sit, and to rest while taking in the activities of the street and are often known to provide greenery, art, and bicycle parking. Their instalment plays an integral role in fostering community connection all while making the city a more vibrant and walkable urban space.



<https://www.pinterest.com/pin/347692033703468753/>

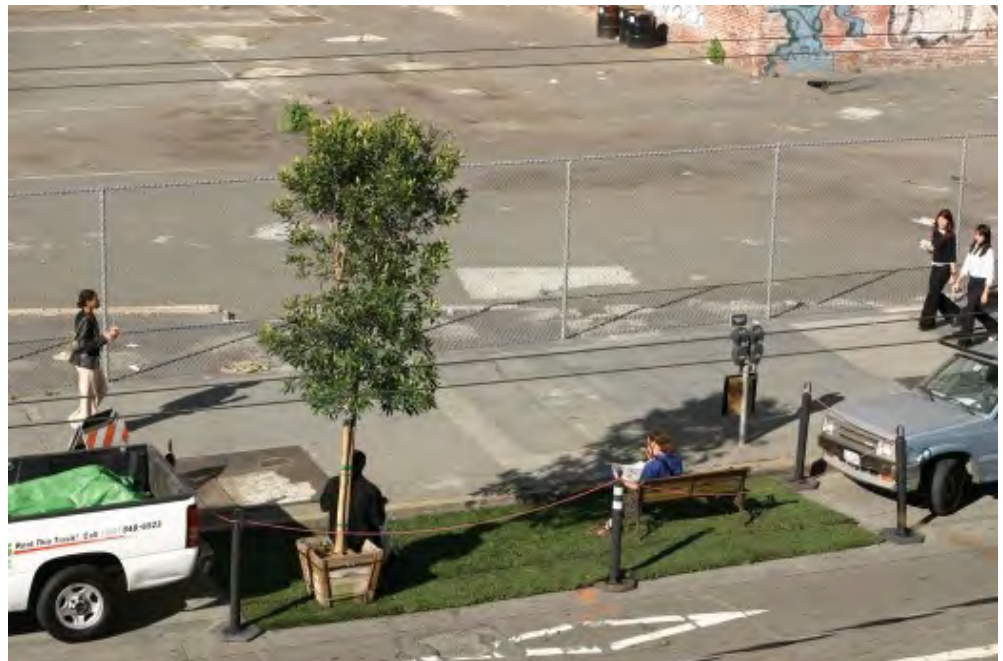


<http://rebargroup.org/parking/>

A TIMELINE: HOW DID PARKLETS COME TO BE?

The concept of a Parklet all began in San Francisco in 2005 when the a local art and design studio enacted an installation rooted in guerilla urbanism. The group paid for two hours of time at a parking meter, and proceeded to filled the space with sod, a planter, and a bench. When the meter expired, they packed up and left no trace. The image of the event went viral, and thus, the birth of “PARK(ing) Day:” an annual open-source global event where citizens, artists and activists collaborate to temporarily transform metered parking spaces into temporary public places.

The goal of this movement is to call to attention to the need for more urban open space, to generate critical debate around how public space is created and allocated, and to improve the quality of urban human habitat.



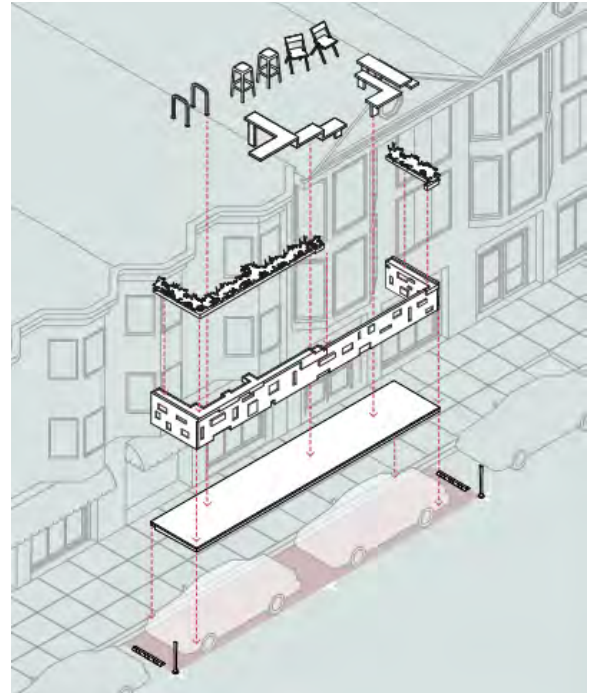
<http://re bargroup.org/parking/>

The first parklet!
PARK[ing] Day
2005
San Francisco

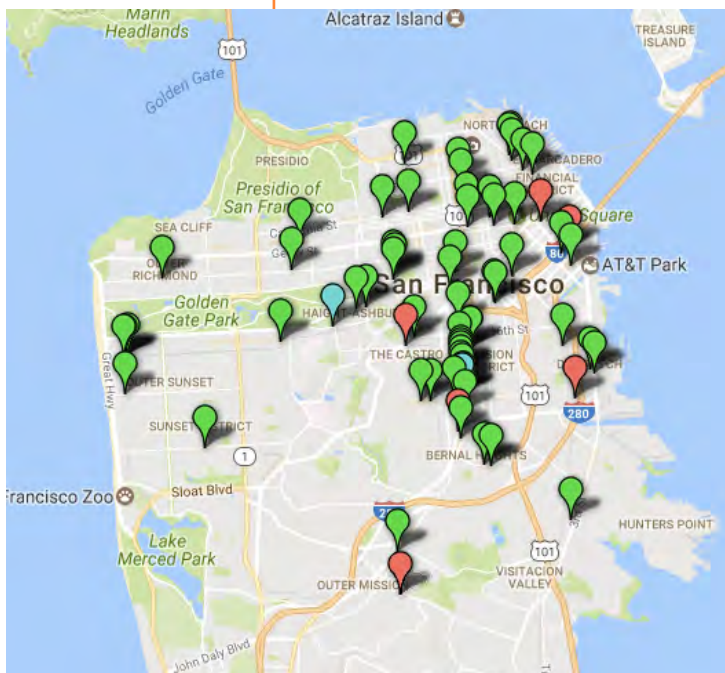
People loved these temporary parklets, and the movement inspired people all over the world to participate. Now, to make them permanent...

The first “official” parklet was established in 2010 in San Francisco as the Pavement to Parks program was developed in partnership with the San Francisco Planning Department, the Department of Public Works, and the Municipal Transportation Agency, as well as many community partners.

The first parklets were launched in four different neighbourhoods in 2010, and since then, parklets have continued to appear every year throughout the city. Parklets in San Francisco have served as a model for many other cities across the world. Currently, San Francisco has about 50 parklets in various areas throughout the city.



http://pavementtoparks.org/wp-content/uploads/2015/12/SF_P2P_Parklet_Manual_2.2_FULL1.pdf



<http://pavementtoparks.org/resources/map-of-projects-in-san-francisco/>

PARKLET LOCATIONS

The buzz on parklets grew ever louder and people began to notice the simplistic power of the parklet and its potential to reclaim public space from motorized vehicles to the community inhabiting it. Cities in North America are now promoting this concept, and the sheer convenience of the phenomenon is constantly enticing the development of these programs all around the world.



Parklets, Plazas and Temporary Programs & Projects Locations

[Click here for an interactive version!](#)

<http://pavementtoparks.org/resources/map-of-projects-around-the-world/>

PARKLET LOCATIONS: LOCAL CONTEXT

Parklets arrived in Canada only shortly after this movement began. Vancouver and Toronto developed city led programs in 2013, Montreal in 2014, Victoria in 2015, and Nanaimo in 2016.

Kelowna experienced it's very own parklet on Ellis Street in 2016 in conjunction with the Strong Neighbourhoods Project. Later that year, parklets were back by popular demand. Nuit Blanche, a late-night event of multidisciplinary art, hosted a parklet on the corner of Pandosy and Bernard.

Seeing parklets incorporated in Kelowna's Culture Days and Strong Neighbourhoods Project explains their ability to bring life to city streets in a meaningful way and provide a unique experience for residents and visitors alike. Kelowna proved to be the perfect location for these installations, as they were well received by a community who is ready to reimagine public space according to the principles of community building, eco-friendly urban design and people-centered city living.

"We wanted to get people talking about how we can start to repurpose the large amount of area we use for parking and give it back to the public for them to enjoy" explains Rachel Clarida in a Castanet interview on the Ellis installation.

The conversation has begun...let's keep talking.



https://www.instagram.com/p/BJONohchj1N2zJCYpLZZFuoYZFhkaUqtys_1Do0/?taken-by=coolcucamber&hl=en

THE BENEFITS OF PARKLETS

INCREASED INTERACTION & COMMUNITY BUILDING

The addition of parklets to Kelowna would increase the public space available to both residents and visitors. Parklets allow for an open, inviting and stimulating place for people to stop and sit while they are out enjoying the city. This unique kind of space offers a place for people to meet someone new, arrange to have a casual business meeting, or simply sit and relax. Having a space like this fosters a sense of community and encourages people to interact with one another, and gives people a reason to explore their city. The heavy tourist population in Kelowna can enjoy a space to take a moment to take it all in and snap some photos without causing congestion in pedestrian flow.



<http://www.intersticearchitects.com/?project=sunset-parklet>



EXISTING EXAMPLES

- ◆ A study conducted by the Seattle Department of Transportation in 2013 found:



Statistics and graphics from: <https://www.seattle.gov/transportation/docs/ParkletAndStreateryProgram.pdf>

- ◆ UCLA and affiliated researchers have found that the addition of two new parklets on L.A.'s Spring Street corridor bring an improved quality of life to residents and visitors. The parklets helped improve perceptions of the area - increasingly positive reports of maintenance (63 percent vs. 88 percent), safety (78 percent vs. 88 percent) and cleanliness (49 percent vs. 68 percent).
- ◆ In a study conducted in Vancouver, it was found that 91.7% of people said they like that the parking space was transformed into a place for people to sit, relax and enjoy the city.

“As a longtime resident of Spring Street, I can hardly recognize the block as it looks today, families, groups of residents, and the ubiquitous dogs fill Spring, and it’s just getting better every day.”

- Josh Gray-Emmer, 11 year Spring Street Resident

“For very little or no dollars, we can change the shape of our city. [Which opened its first parklet last summer and is hoping to add several more this year.] It’s part of a larger movement in the city as we think about how to make it a more livable place.”

- Andrew Stober, chief of staff in the Mayor’s Office of Transportation and Utilities in Philadelphia

INTERACTIVE ENGAGEMENT

Parklets offer a place for interaction, as well as a place for creativity. A student architectural design competition held in Nanaimo engaged the community on all levels: creating designs, providing equipment, mentoring students, and in enjoying the parklet.

This photo features the winning parklet design of the student architecture design competition.

Source: <https://raic.org/news/nanaimo-parklets-leave-lasting-impact>



After these parklets were taken down in Nanaimo, they were moved to permanent locations, showcasing their strong community value.

Parklets commonly double as pieces of art, with architecture that has been recommended to cultivate place making. These innovative forms of public art could provide an opportunity for the abundance of local Kelowna artists to engage with the community through their work, and engage with our cultural heritage through meaningful design.

“I’m just sorry that Nanaimo couldn’t have kept them. These intimate seating areas used in the great weather connect the indoors to the outdoors, the buildings to the street, and promote connectivity between people.”

- City of Nanaimo Mayor Bill McKay

ENCOURAGEMENT OF ALTERNATIVE TRANSPORTATION



Parklets support public life in a way that allows alternative travel modes to be a more desirable way of accessing nearby amenities and services. While some may be inspired to explore their city at a more leisurely pace to experience the increased community interaction, the presence of parklets in a community also improves the walkability of its streets. They enhance the experience of being a pedestrian in the city. When walking or rolling around town is the best way to enjoy the city, more people are likely to use these modes of transportation.

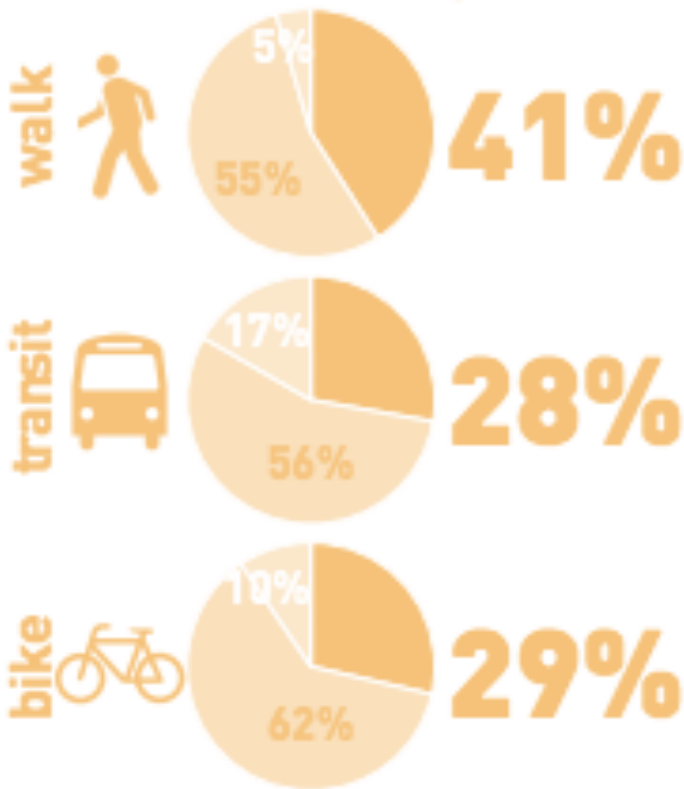


Although parklets do threaten the loss of available parking spots, this can be seen as a positive as it will encourage people to find other means of arrival. Many parklets also have accommodations for bikes - from additional bike racks to tables built specifically to be sat at on a bike. Kelowna is working to become more bike friendly, and a hub for cyclists will perpetuate residents' transition away from ecologically harmful habits. The underlying concept of a parklet lies in eco-friendly urban design, as they counter the use of mortised vehicles. Having something so environmentally innovative instilled in residents day to day lives will naturally inspire people to be more conscious in their choice of transportation.

EXISTING EXAMPLES

- ◆ A study conducted in San Francisco reported one of its key findings as parklets leading to an incremental increase of the number of bikes at each location.
- ◆ The study conducted by the Seattle DOT found that businesses surveyed reported changes in customers' travel patterns, by travel mode:

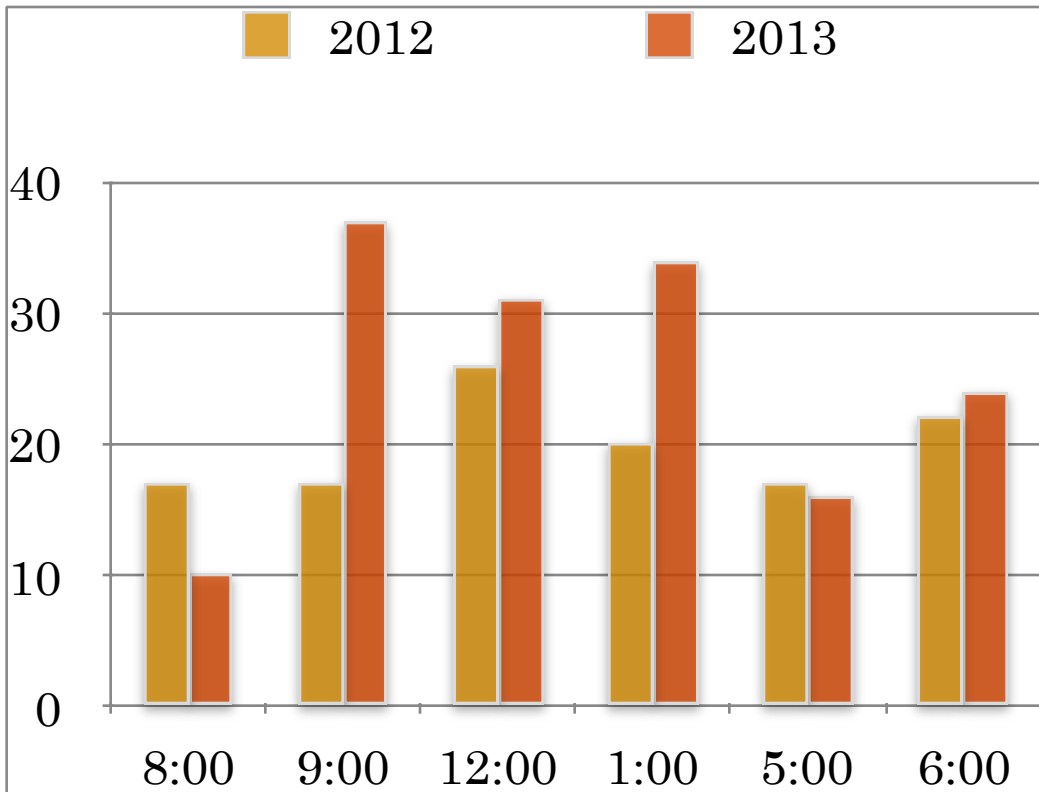
- more customers using travel mode
- no change in customer travel mode
- fewer customers using travel mode



Google Images

<https://www.seattle.gov/transportation/docs/ParkletAndStreateryProgram.pdf>

- ◆ Research in L.A. monitored various elements found in a thriving urban street setting between the implementation of Parklets in 2012 and the changes that occurred up until 2013. The study compared data from year to year, and found a more vibrant and lively community growing: **50%** of the visitors to the area in 2012 arrived by **foot**, and **63%** in 2013.



Total Cyclist Volumes
Reclaiming the Right of Way: Evaluation Report

<http://www.its.ucla.edu/wp-content/uploads/sites/6/2014/06/parkletassessment.pdf>

“I moved to downtown in May 2008 and walk to work almost every day. When I first moved here, I felt as though Spring Street served mostly as a corridor for vehicles to travel south through downtown. In recent years, however, the sidewalks feel much more pedestrian-friendly. The parklets have enlivened local businesses; the bike lane has helped slow down traffic, and is a nice recreational option for residents. I enjoy my walk to work more and more every day. And, I’m excited to watch my neighbourhood continue to grow and change.”

- Nirupama Jayaraman, LA Spring Street Resident

<http://www.its.ucla.edu/wp-content/uploads/sites/6/2014/06/parkletassessment.pdf>

BENEFICIAL FOR BUSINESSES



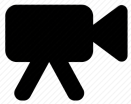
Parklets encourage people to spend more time in the area they are located. That means that if the parklet is on a popular shopping street or in front of a café, for example, people are more likely to visit more of the businesses in the area. It is also beneficial for businesses if their location is seen as an area that is welcoming and lively and as noted. The notion of creating a consumer friendly atmosphere has proven successful so far in Kelowna's downtown core as seen in the Bernard Revitalization program. Wider sidewalks, expanded outdoor retail and cafes and new trees, lighting and street furniture make Bernard Avenue a destination to shop, dine and enjoy. Parklets can help to help to create an attractive destination for consumers, therefore improve business and encouraging foot traffic.



EXISTING EXAMPLES

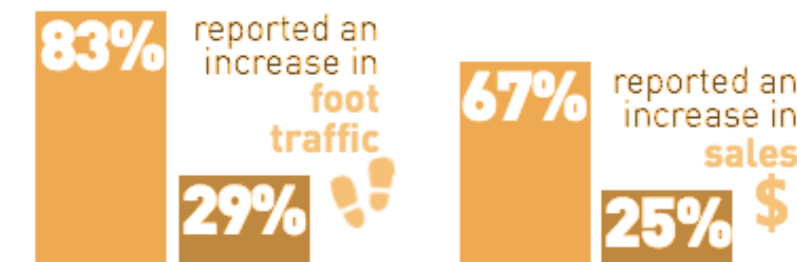
- ◆ 64.4% of businesses surveyed in Vancouver said that the installation of a parklet had made their neighbourhood a more vibrant centre.
- ◆ The instalment of 5 new parklets in the Church St. area in Toronto found that for businesses: **“the sales numbers do jump, and there is a repeat visitation”** explained Kristyn Wong-Tam, the Toronto City Councillor responsible for their parklet program.

Global News interview with Toronto business owner:



<http://globalnews.ca/news/670784/parklets-coming-to-church-street/>

- ◆ The study conducted by Seattle DOT found that **100%** of businesses hosting a parklet claimed the parklet benefits their business and believe that parklets benefit the local business community. They would recommend a parklet to other businesses, and, of businesses surveyed:



- ◆ The Reclaiming the Right of Way study held in L.A. found that many business owners in the area were initially concerned about the loss of parking, but many shared with researchers that they would recommend parklets for merchants elsewhere. When asked about likely changes in their business sales and staff over the next year, the majority of businesses reported likely increases in number of employees, number of customers, revenues and profits.

- ◆ Chicago's newly implemented "people spots" (parklets) found that rather than "driving away" customers in cars, the overall result has been an increase in foot traffic reported by 80% of businesses surveyed. The results:

80%

of businesses found People Spots brought more foot traffic and customers



some businesses found a People Spot caused a **10 to 20% increase in sales**

33%

of visitors would be at home if not for the People Spot



34%

of visitors made unplanned food or beverage purchases



Sourced from: http://www.metroplanning.org/uploads/cms/documents/mpc_chicago_people_spot_infographic_map_video.pdf

SUPPORTS KELOWNA'S VISION



Implementing parklets in Kelowna will provide a source of community engagement, decrease traffic congestion and air pollution, enhance pedestrian safety and activities, encourage the use of non-motorized transportation, and support local businesses. Apart from these great reasons to implement parklets for any city, a major reason why parklets will be beneficial for the City of Kelowna is because what parklets provide align with many of the City's future development and infrastructure goals.

Council focus & priority projects

Council has identified six areas of focus for their term:

Clean drinking water

Vibrant urban centres

Healthy, safe, active & inclusive community

Balanced transportation network

Catalyst for business

Strong financial management

Why Create Places for People?

The quality and arrangement of physical elements such as building and streets contribute to the ability of spaces to be distinct, recognizable, and memorable. The careful design of the spaces between buildings and streetscapes can create well defined spaces that encourage walking and vitality.

“Major destinations need to be pedestrian friendly with diverse amenities, integrating public spaces and parks that are inclusive. We must celebrate the unique character of our urban centres.”

- Kelowna Urban Centre Stakeholder Workshop
Participants Comments

Sourced from Kelowna's Urban Centres Roadmap

https://www.kelowna.ca/sites/files/1/docs/urban_centres_roadmap_final_report.pdf

Similar Programs are Already Being Implemented in Kelowna...

URBAN CENTRES ROADMAP

This document identifies five urban centres in Kelowna that are currently undergoing development, and outlines how we can increase development in each area:

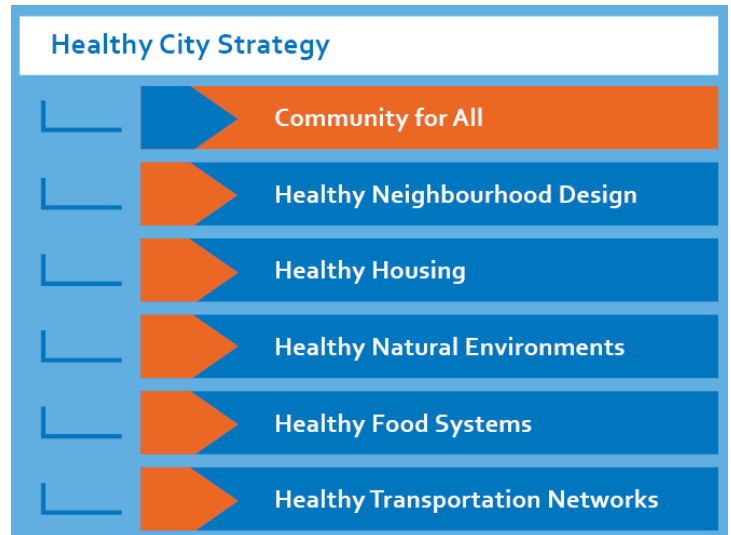
1. Promoting a mix of land use that encourages various activities
2. Creating streets that promote accessibility and fluidity between stores, sidewalks and people
3. Promoting affordable housing as well as more family-friendly homes
4. Providing a range of public spaces that are open and accessible
5. Creating a sense of identity in public spaces by drawing on Kelowna's natural and cultural landscapes
6. Promoting green building approaches
7. Prioritizing alternative transportation options and connections
8. Encouraging street networks and pathways that improve pedestrian connectivity.

The implementation of parklets will help the City to achieve **all** of these development goals, by encouraging activity and connectivity among people and with local businesses, providing a welcoming and accessible public space, fostering a sense of identity with the community, and encouraging alternative forms of transportation and walkability.



HEALTHY CITY STRATEGY

“A long term, integrative plan that focuses on healthy places and spaces, community health, and quality of life for all Kelowna residents.”



<https://www.kelowna.ca/our-community/planning-projects/current-planning-initiatives/healthy-city-strategy>

The City of Kelowna hopes to create a community fit for all ages by enabling all residents to become active and engaged within the community, and particularly seeks to emphasize increases in physical activity. Parklets can contribute to almost all of the Healthy City Strategy’s aims for Kelowna. Parklets have been proven to instil the feeling of community for all, and encourage a healthy transportation network. Parklets can also contribute to healthy neighbourhood design and healthy natural environments. Parklets are an easy and convenient way to improve the look of neighbourhoods that do not have the funding or space for vast infrastructure development, and parklets commonly provide green spaces full of plants and trees.

Sustainable Parklet in Boston:

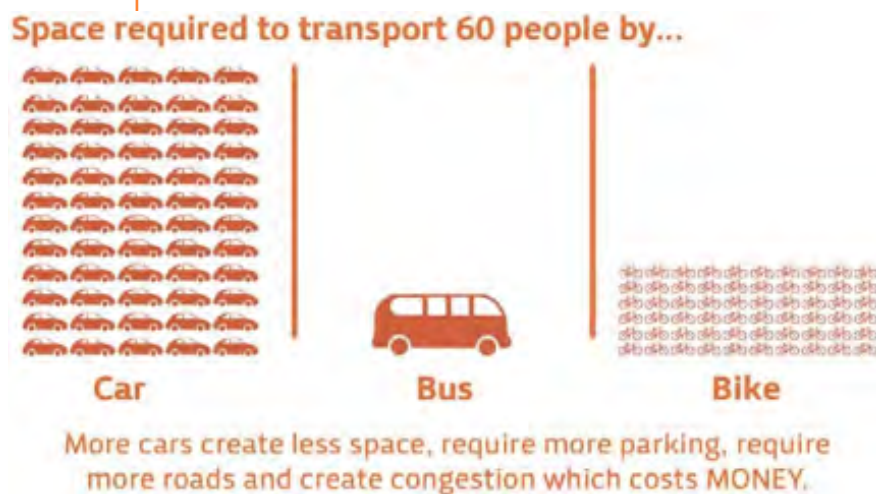


PARKING MANAGEMENT STRATEGY

This strategy has guiding principles for City parking that were developed based on public feedback:

1. The City will focus on excellent short-term parking management to support higher turn-over while maintaining a governing role in long-term parking solutions. The City's primary role is to provide short-term public parking.
2. The parking system will continue to pay for itself (will operate under a user-pay cost recovery model).
3. Focus on customer service and fairness in parking practices by providing options, technologies and information.
4. The City will work with institutions, businesses and developers to plan solutions for parking management.
5. Parking will be used to support a balanced transportation system.

If parklets are implemented and alternative means of transportation are encouraged, the need for public parking will decrease. Reducing the amount of parking will reduce the costs required to be spent on parking, and the implementation of parklets will lead to pedestrian connectivity and time spent near businesses, which should also lead to increases in business revenue. Furthermore, parklets will encourage alternative modes of transportation and lead to a balanced transportation system.



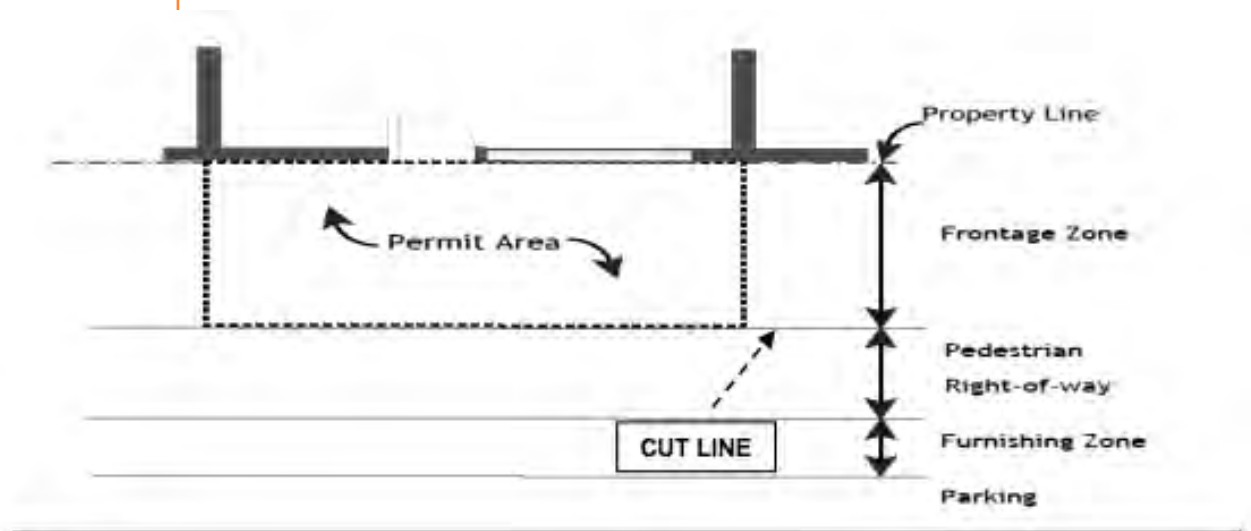
https://www.kelowna.ca/sites/files/1/docs/roads-transportation/2014_parking_guidingprinciples.pdf

BERNARD AVENUE SIDEWALK PROGRAM

This program outlines the process for a business on Bernard to utilize space on the public sidewalk in front of their business. Though this program is slightly different than parklets, we would argue that much of the same premises are at stake. The process outlined in this document could be used as a prototype, for which to model parklet guidelines after.



https://www.kelowna.ca/sites/files/1/docs/business/bernard_avenue_sidewalk_seating_program_final.pdf



SIDEWALK CAFÉ EXTENSION PROGRAM



This program is similar to the Bernard Avenue Sidewalk Program, in that it provides businesses with an option to extend their business area onto the road in front of it. Businesses can occupy a minimum of 1 or maximum of 2 parallel parking stalls, or a minimum of 2 and maximum of 3 angle parking stalls. The total number of parking stalls that can be occupied for this program on a city block cannot exceed 20% of all parking stalls. The permits offered through this program can be issued for up to one year. We would strongly argue that parklets are very similar to the propositions offered in this program, apart from the fact that parklets are enforced as public spaces and not owned by businesses. Walking downtown Kelowna, these types of patios seem appealing to passerby's, however they are only available to those who are willing and able to purchase something from the business hosting it. Parklets differ in that they are a welcoming space for everyone to enjoy, putting community over consumerism. Since programs that are very similar to parklets are already in place in Kelowna, and parklets can help the City achieve many of their development goals, we suggest that parklets should be implemented in our city.

PARKLET RECOMMENDATIONS

Under Montreal's system, the first year of a car-free street is treated like a trial. The city observes how well the space is used, as well as the effect on motor vehicle traffic and local businesses. If the first year is a success, the city will commit to permanent changes or bring the car-free segment back on a seasonal basis every year. Many other cities use parklet programs this way, first installing a pilot program and then surveying the spaces over a one or two year period to monitor the benefits and drawbacks of their presence in a community. From there, the programs will either be made permanent or be terminated. We recommend the same sort of experimental pilot program here in Kelowna, as we are confident in a positive response from the community.

GENERAL GUIDELINES



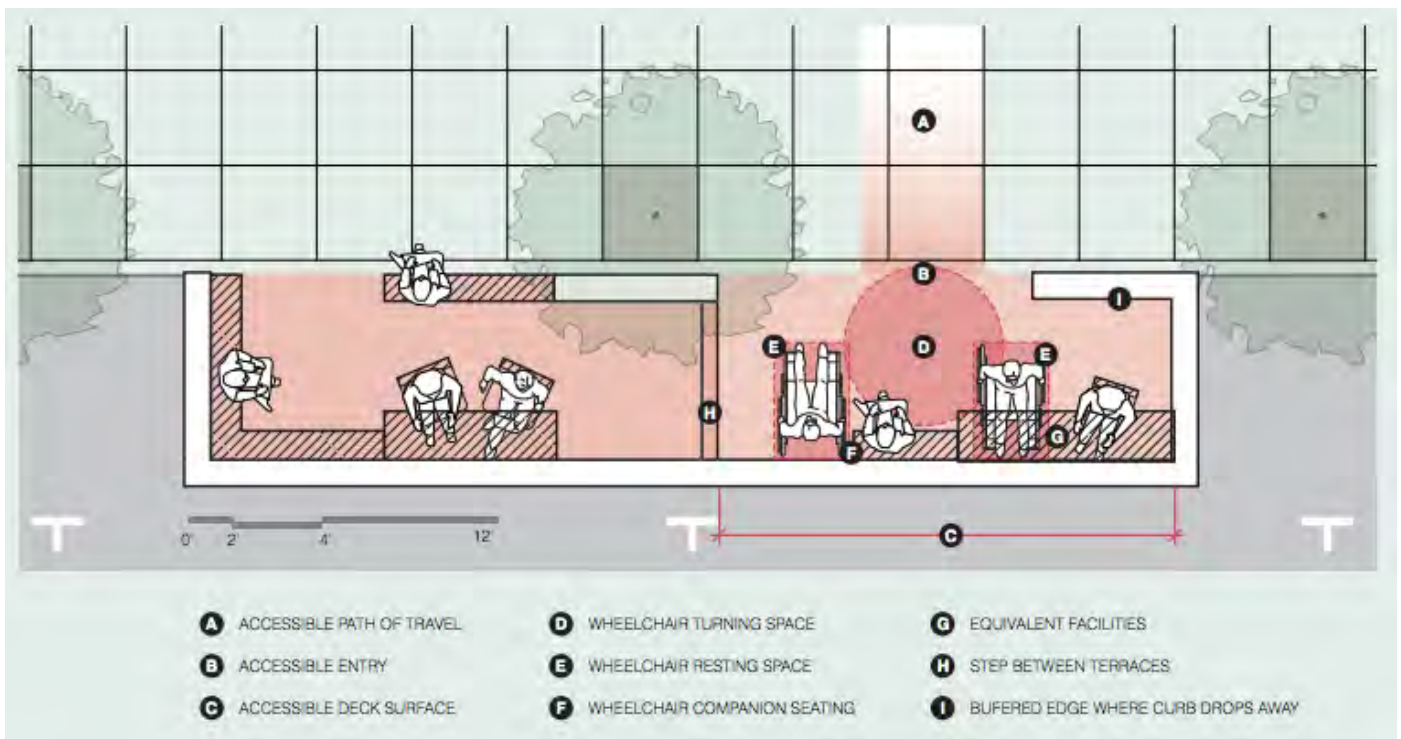
- * Select locations for parklets that complement parklet functions, and vice versa
- * Ensure consistent stewardship and maintenance
- * Enforce guidelines for use (i.e. no smoking, no sleeping, no vandalism)
- * Expand parklet projects into other neighbourhoods that could benefit
- * Tailor parklet design to the needs and tastes of the surrounding neighbourhood
- * Intersperse opportunities for physical activity at the parklets
- * Continue to monitor parklets over time, identifying positive and negative impacts

TECHNICAL GUIDELINES



* Design for Accessibility

- Accessible path of travel from sidewalk
- Accessible deck surface; the maximum cross slope (perpendicular to the sidewalk or curb) cannot exceed 1:48 (2%), the accessible deck surface maximum running slope (parallel to the curb) cannot exceed 1:48 (2%)
- Wheelchair turning space: allows for wheelchair users to make a 360 degree turn with a 12-inch maximum acceptable overlap on the curb and sidewalk
- Wheelchair resting space - 30 by 48-inch clear floor area
- Where tables, counters, or drink rails are provided, at least one of each feature should be wheelchair accessible.



http://pavementtoparks.org/wp-content/uploads/2015/12/SF_P2P_Parklet_Manual_2.2_FULL1.pdf



* Sustainable Design & Construction

- ◆ **Locally sourced materials:** keeping with the natural elements and history of the Okanagan and the revitalization already taking place on Bernard, sidewalk additions can be made of natural Basalt stone – a volcanic rock found throughout the Okanagan Valley, or draw their inspiration from the heavy timbers used in the Kettle Valley Railway trestles
- ◆ **Recycled and reclaimed materials:** the bench seats and backs already on Bernard are made of a high density paper composite composed of 100 per cent post-consumer recycled paper, and aluminum components of the bench are 95 per cent recycled content and the entire bench is recyclable.
- ◆ **Materials that are easy to maintain** - the use of aluminum in construction allows for graffiti paint to be easily removed, and is generally a difficult thing to vandalize

“Everyone shares the land, the water and the culture of the Okanagan and we need to be considerate of that”

- Janine Lott, artist behind Bernard banners



* Place Making

- ◆ Use plants and trees local to the Okanagan for easy upkeep, and a connection to the land
- ◆ Use designs that are reflexive of the Okanagan’s cultural heritage



Skyline Honey Locust, a tree local to the Okanagan lining Bernard

PERENNIALS FOUND ALONG BERNARD AVENUE INCLUDE:

- Echinacea
- Hyperion Day Lily
- Veronica Spicata
- Aster
- Allium bulbs
- Crocus bulbs

GRASSES INCLUDE:

- Panicum virgatum
- Blue Oat Grass
- Rostralbucsh
- Deschampsia cespitosa 'Goldtau'

*Planning Technicalities

- Must be located one parking spot away from a corner
- Must be in a 50 km/h or less zone
- Must not cover any other utilities or take away specific transportation (such as handicap parking or bus facilities)
- Parklets must be 12" from the edge of any existing parking apron, and a minimum of 84-inches in height must remain clear of any obstructions along the Parklet's path of entry and accessibility areas on the Parklet
- The cross slope on the parklet surface may not exceed 2.0% in any direction, and the proposed street should not have a grade greater than 5.0%.
- Must display a sign explaining the space as public property



<http://www.ericawdesign.com/cincinnati-parklet/>

FINANCIAL OBLIGATIONS



The process of planning and implementing a parklet necessarily requires funding. The businesses or community organizations that wish to sponsor a parklet in their community are responsible for finding the required funding for the project. Some cities that have parklet programs also provide financial assistance to help create parklets in their communities. Many parklet sponsors may also raise the money they need through grants or fundraising.

- ◆ The implementation of Victoria's first parklet was financed through the Building Healthy Communities grant from Coastal Community Credit Union
- ◆ Many of the parklets in Vancouver have acquired their funding through donations from businesses and residents in the area of the proposed parklet or also through online crowd funding initiatives
- ◆ In Seattle parklet sponsors can raise their funds through grants from the Department of Neighbourhoods or local organizations such as the Seattle Parks Foundation



<http://www.cityspaces.ca/parklet/>



<http://cascadiaarchitects.ca/fort-street-parklet/hejcw3yr843q2mizq02p0ynovh186q>

- ◆ In most cities, insurance for the parklet is held by the sponsor and they are also required to keep the parklet in good condition and be responsible for the maintenance
- ◆ The fees that will have to be paid by the sponsor of the parklet can cover any costs to the city in the process of implementing a parklet

Seattle Parklet Fees:

Fee Purpose	Fee*	Payment Time	Process Phase
Public Space Permit Review Fee	\$588	Submittal of Public Space Permit Application	Design Development
Public Space Permit Issuance Fee	\$146	Issuance of Public Space Permit	Building Your Parklet
Traffic Control Plan Review Fee (if applicable)	\$98	Submittal of Construction Use Permit Application	Technical Development
Inspection Deposit	\$196	Issuance of Construction Use Permit	Building Your Parklet
Construction Use Permit Issuance Fee	\$305	Issuance of Construction Use Permit	Building Your Parklet
Public Space Permit Renewal Fee	\$140	Annually	Post-Installation
TOTAL	-\$1,300		

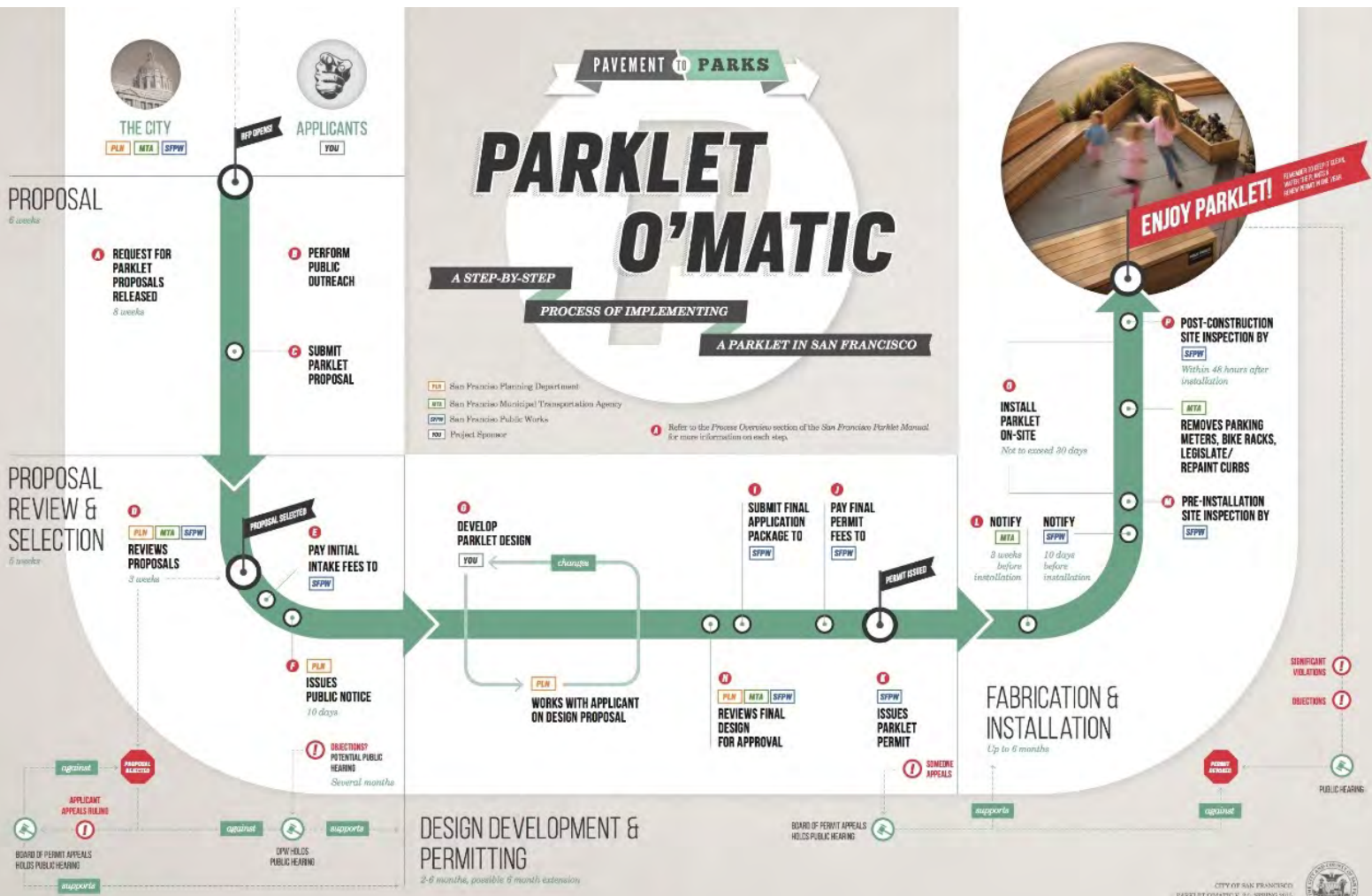
Vancouver Parklet Fees:

Application Fee	\$204
Approval Fee: Program Cost Recovery	\$1,000
Approval Fee: Site Inspections	\$200
Parking Meter Removal Fee (per parking meter removed)	\$125
Annual Renewal Fee	\$500



IMPLEMENTATION PROCESSES

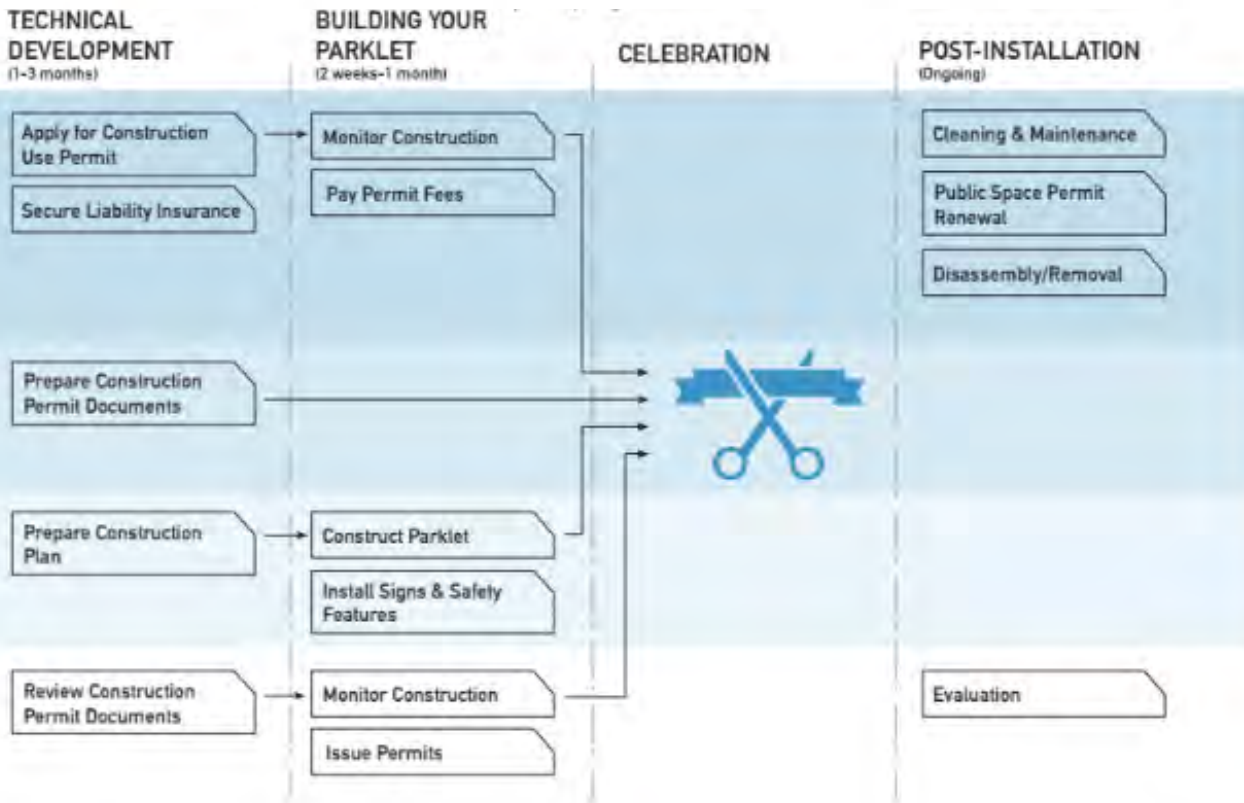
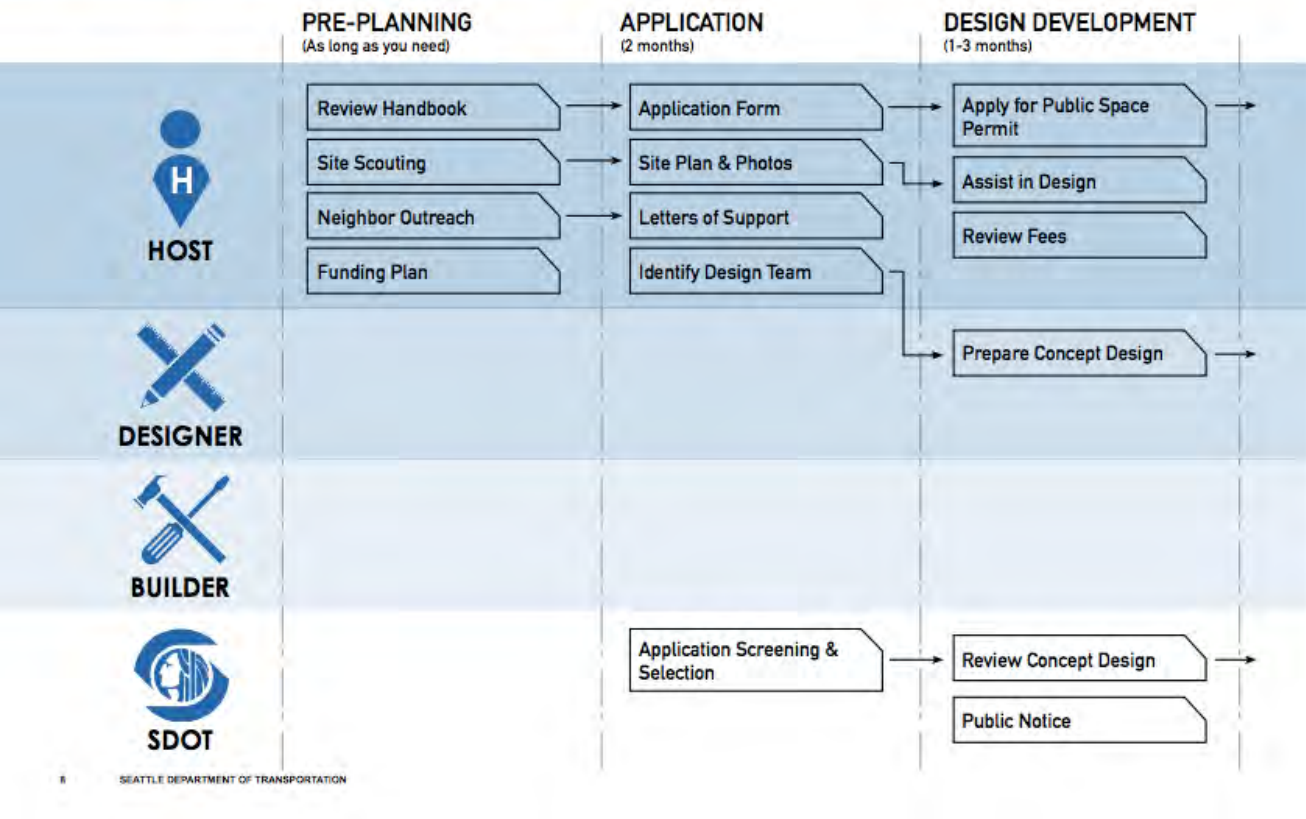
The process of implementing a parklet encompasses many steps, from securing funds, finding a suitable location, gathering support, obtaining approval, and many more. Provided are a few examples of infographics other cities have created to help those who want to build a parklet navigate the process. It would be very beneficial to create something similar once a process of implementation is designed for Kelowna.



Pavement to Parks San Francisco process graphic

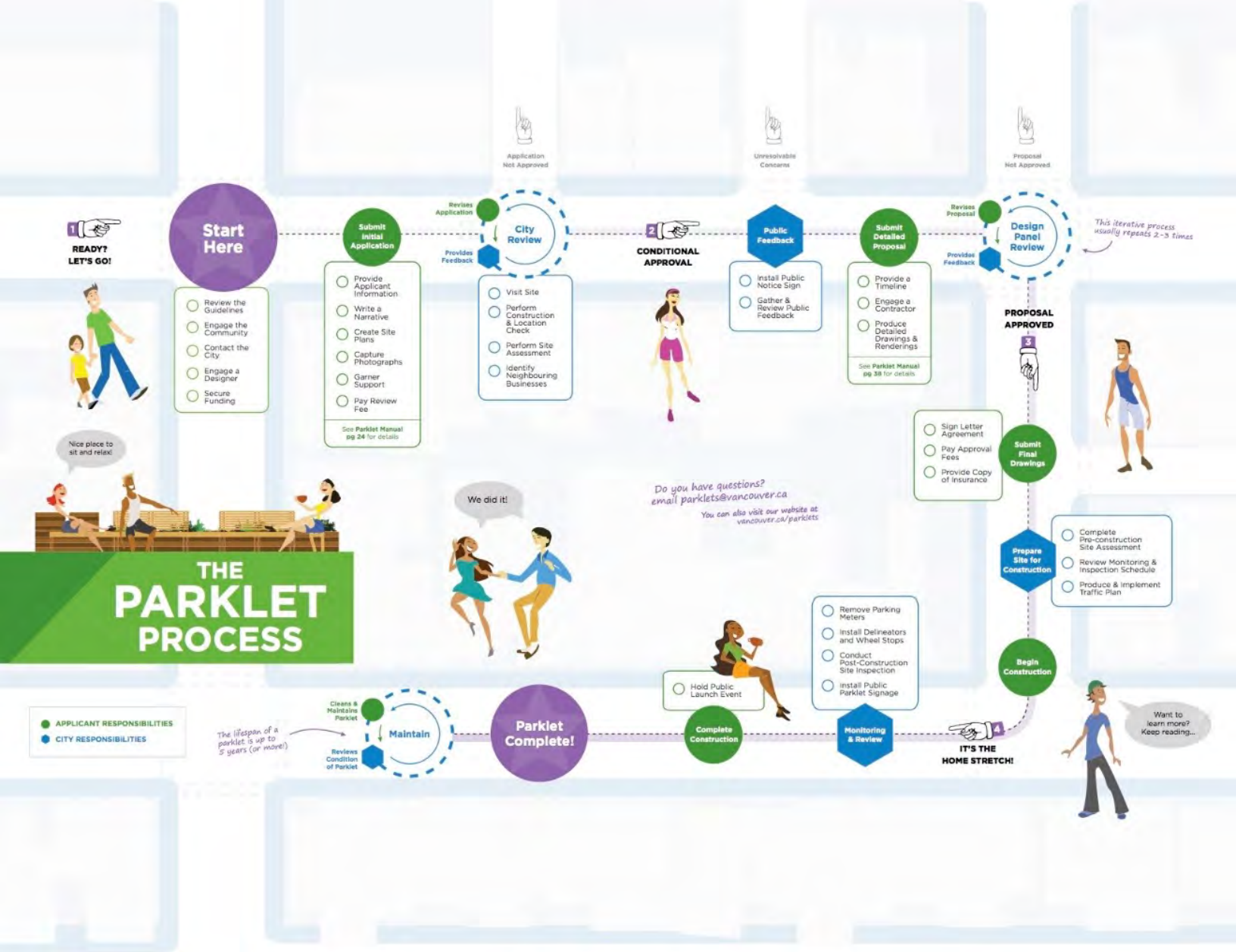
<http://pavementtoparks.org/wp-content/uploads//2015/12/Parklet-O-Matic v2 final1.pdf>

PARKLET PROCESS



Seattle Department of Transportation process graphic

<http://www.seattle.gov/transportation/docs/parklets/Parklet%20Handbook.pdf>



City of Vancouver process graphic

<http://vancouver.ca/images/web/pdf/parklet-design-construction->

IN CONCLUSION

Parklets are fundamental to foster a city that cares about connectivity between people. Parklets encourage the use of non-motorized transportation methods, thereby helping to support an active population. Parklets especially encourage interaction and community building by representing an open, welcoming, accessible public space for all to engage with. They enhance pedestrian safety and activity, contributing to a vibrant and fun walking experience. Parklets further create a pleasant atmosphere in the neighbourhood, leading to an increase in the amount of people who spend time in these areas. The time being spent in these neighbourhoods, enjoying the parklet and connecting with others in a welcoming atmosphere, also contributes to increased profitability for local businesses. Furthermore, parklets encourage connections and identity-building through the environment that they foster.

Importantly, parklets align with Kelowna's plans for the future. The developmental goals laid out in the Urban Centres Roadmap document can all be fulfilled by the implementation of parklets. Parklets can also contribute to Kelowna's Healthy City Strategy by encouraging activity and providing an engaging atmosphere for all. The fact that there are already many similar programs to parklets in place in Kelowna – including the Bernard Avenue Sidewalk Program, the Sidewalk Café Extension Program, and the Parklet that was set up in downtown Kelowna only last year – proves that there is a desire for such programs and a need to provide a mechanism for connectivity among the people of Kelowna. Parklets are a practical, sustainable, accessible and enjoyable method of making these connections happen, which is only one of the many benefits that parklets offer for cities. Implementing parklets in Kelowna will have all of the positive effects listed throughout this report and more: they are exactly what Kelowna needs.

APPENDIX

- *“Guidelines for Parklets.” *City of Toronto, 2017*,
 - <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d669d-d517e0c4410VgnVCM1000001d60f89RCRD&vgnnextchannel=d90d4074781e1410VgnVCM10000071d60f89RCRD>
 - The City of Toronto’s Parklet Guidelines present them as economically beneficial, and outlines their application process. This is a good source for explaining the benefits of Parklets in our community, and in how to template an application process.
- * “How to Build a Parklet or Streatery.” Seattle Department of Transportation.
 - http://www.seattle.gov/transportation/parklets_howTo.htm
 - Along with a link to a handbook, this site offers examples of parklet designs, examples of the various application forms and permits necessary for Seattle’s Parklet policies, and the statements of service from their funding resources.
- * Metzger, Patrick. “Public Works: The Parklet.” *Cityscape, The Torontoist*, 7 Feb. 2013,
 - <http://torontoist.com/2013/02/public-works-the-parklet/>
 - Coverage of the opening of Toronto’s first Parklet. Explains a brief history of Parklets and their purpose in an engaging and accessible manner.
- * Macrae, Emily. “How to Turn Parking Spots into Public Spaces.” *Cityscape, The Torontoist*,
 - <http://torontoist.com/2016/08/how-parking-spaces-can-become-social-places/>
 - A captivating article published by The Torontoist that includes positive quotes from city officials in regards to their Parklets. There are some telling photos of existing Parklets, and information on the logistics of upkeep.

- * “Nanaimo Parklets Leave Lasting Impact.” RAIC Architecture Canada.
 - <https://raic.org/news/nanaimo-parklets-leave-lasting-impact>
 - This article discusses a high school student design competition in Nanaimo, sponsored by the RAIC, that focuses on public space. The article shows the top-three finalists and their parklet designs in photos. This information, along with public reception to the parklet designs, can assist in Kelowna’s development.
- * “Open for Opportunity: Council Priorities 2014-2018.” *City of Kelowna*, 2015
 - https://www.kelowna.ca/sites/files/1/docs/city-hall/priorities/2015-09_council_priorities_one-pager.pdf
 - The City of Kelowna’s Council focus and priority projects as outlined from 2014-2018 which outlines the City’s standpoint on a balanced transportation network, our urban centre and community, all of which parklets can facilitate.
- * “Parklet Manual.” *City of Vancouver*, 2017,
 - <http://vancouver.ca/images/web/pdf/parklet-design-construction-manual.pdf>
 - This manual is based off that of the city of San Francisco. It is made by different people in a different city so they provide different perspectives on what works best which will be helpful in deciding what the best approach for Kelowna will be.
- * “Parklets: converting street parking into mini plazas.” *City of Vancouver*, 2017
 - <http://vancouver.ca/streets-transportation/parklets.aspx>
 - This website provides information on locations of parklets in Vancouver including benefits for businesses, how to apply, and their parklet program history. This will provide additional helpful information in determining how we will structure the guidelines for the parklet program here.
- * “Parks and Public Spaces Bylaw.” *City of Kelowna*, 2017,
 - * <https://www.kelowna.ca/city-hall/city-government/bylaws-policies/parks-and-public-spaces-bylaw>

- * This document outlines the current bylaws in place in Kelowna that determine how public space is defined and how it can and cannot be used. This will be useful in figuring how a potential set of Parklet Guidelines can fit within/expand upon these bylaws.
- * *Pavement to Parks*. City of San Francisco, 2017
 - <http://pavementtoparks.org/>
 - This website provides information about how public space is being re-directed in San Francisco. Specifically, the website focuses on parklets, plazas, and prototyping in their approaches to public space.
- * “Reclaiming the Right of Way: Evaluation Report” *UCLA School of Public Affairs: Parklet Studies*, 2013
 - <http://www.its.ucla.edu/wp-content/uploads/sites/6/2014/06/parklet-assessment.pdf>
 - Details of the study done on L.A.’s Spring St. parklets, as mentioned and quoted in the report.
- * “San Francisco Parklet Manual v2” *Pavement to Parks*
 - <http://pavementtoparks.org/parklets/>
 - This in-depth parklet manual found on the Pavement to Parks website outlines the policies, processes, and procedures involved in creating a parklet in San Francisco. Comparing this model with that of other cities will be helpful in determining best practices of parklet design for this project.
- * “Victoria’s First Parklet – Now Open.” *City Spaces*, 2015
 - <http://www.cityspaces.ca/parklet/>
 - This website shows the opening of the first parklet in Victoria, who they partnered with, how it was designed, and links to other news articles about it. This will provide more context to build Kelowna’s guidelines off of.