

# AGENDA SUMMARY

<b>RE: PARKLET PILOT PROGRAM</b>	<b>FOR AGENDA DATE: JUNE 2, 2015</b> <b>AGENDA ITEM NO.: 7</b>
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**RECOMMENDATION:**

1. Receive and discuss a verbal report and presentation from Development Services regarding the Parklet Pilot Program; and
2. Approve RFP Process.

**SUMMARY:**

In pursuit of more vibrant commercial districts in Eureka, staff recommends implementing a "Parklet Pilot Program." A "Parklet" is a mini-park (approximately 8 feet wide by 20 feet long) that occupies one on-street parking space in order to provide space and amenities for public recreation or seating for private businesses. Parklets are effectively sidewalk extensions that extend out from the sidewalk at the level of the sidewalk to the width of the adjacent parking space. Photographic examples of parklets are provided at the end of this Agenda Summary.

Staff believes that Parklets would make Eureka's commercial districts more vibrant, attractive, lively, enjoyable, and regionally-popular. However, there are several details that need to be worked out before the City will be ready to fully allow Parklets. Accordingly, staff proposes to implement an 18-month pilot project in which a maximum of three Parklets would be allowed city-wide. To implement the Pilot Program, staff proposes that the City utilize a "Request for Proposals" (RFP) process that would be open to all residents, property owners, and building owners within City limits. Anyone interested in building and maintaining a Parklet for the 18-month pilot period would apply to the City in a competitive process. Staff will then score the applications and present the most qualified proposals to Council for approval. During the 18-month pilot period, staff can evaluate the benefits and impacts of the parklets. If the pilot program is successful, staff would come back to Council with final design guidelines, regulations, and Municipal Code changes in order to permanently allow Parklets.

*Prepared by Lisa Savage, Program Manager*

*Continued page 2*

**FISCAL IMPACT:**

Expenditures: Staff time.

**DEPARTMENT HEAD SIGNATURE:**

Rob Holmlund  
*Community Development Director*

**CITY MANAGER SIGNATURE:**

Greg L. Sparks  
*City Manager*

**REVIEWED BY:**

City Attorney  
Public Works

**DATE:**

5/28/15

**INITIALS:**

JS

**Council Action:**

Ordinance No. \_\_\_\_\_

Resolution No. \_\_\_\_\_

**SUMMARY** *(continued)*

For the RFP process, staff has developed interim pilot-period guidelines for Parklets. The guidelines have similar criteria to programs instituted in other Cities, such as Portland, Sacramento, and San Francisco. The guidelines will be an attachment to the Request for Proposals and will help guide the applicants through the process.

Parklets were first introduced in San Francisco in 2010 and many other cities have since implemented their own programs. In all cases, City governments regulate a range of considerations to ensure public safety, including: ADA requirements, size and dimensions, maintenance requirements, traffic safety design, railings, and other considerations.

Parklets in other cities have demonstrated the following positive outcomes:

- Provide a path for business or property owners to take individual actions in the development and beautification of additional public space.
- Energize the commercial districts.
- Support businesses by encouraging pedestrians to linger and enjoy their surroundings.
- Create positive impacts to the aesthetic enhancements of streetscapes by providing a feasible solution to increasing open spaces in the commercial districts.
- Provide positive calming effects on passing traffic.
- Encourage growth as a neighborhood anchor and become an enjoyable destination point for people to gather.

**Examples of Parklets:**



