

2021

# Parklet Design Guidelines



## Parklet Design Guidelines

\*Pop-Up Demonstration; For illustration purposes only;  
demo not constructed to current guidelines

Town of Derry

Economic Development Office

Effective July 16, 2020

## Parklet Design Guidelines<sup>1</sup>

1. Parklets are typically permitted on streets with speed limits of 25 mph or less. In the downtown, in areas where the speed limit is in excess of 25 mph, the applicant must provide additional safety measures to protect the general public from oncoming traffic.
2. Parklets must be buffered using a wheel stop at a desired distance of 4 feet from the parklet structure. A three-foot wheel stop must be installed one foot from the curb at the front and back parking spaces. There must be reflective posts at the outside corners that align with the end of the platform and do not encroach on the travel lane. An adequate barrier must be provided the full length of the parklet to protect and buffer patrons from street traffic.
3. Parklets must include a solid barrier or open guardrail to define the space. The short ends of the parklet perpendicular to the street should be solid and made of concrete, stone, or metal with minimum dimensions of 72" x 36" with a maximum height of 42" in order to maintain the safety and security of pedestrians. Please see reference diagrams contained herein.
4. If alcohol is served, outdoor dining shall be separated from public pedestrian space on the adjacent public sidewalk by an enclosure on all four sides with an access point that is a minimum of 44" wide.
5. Up to two parallel or perpendicular parking spaces, can be converted to a parklet. The number of parking spaces utilized will vary depending upon the site, context, and desired character of the installation. If the parklet stretches the entire width of a curb, accessibility and sightlines must be taken into account, with no obstruction to sight distance.

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<sup>1</sup> [https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page\\_content/attachments/Parklet%20Guidelines.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/Parklet%20Guidelines.pdf)  
<https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/>

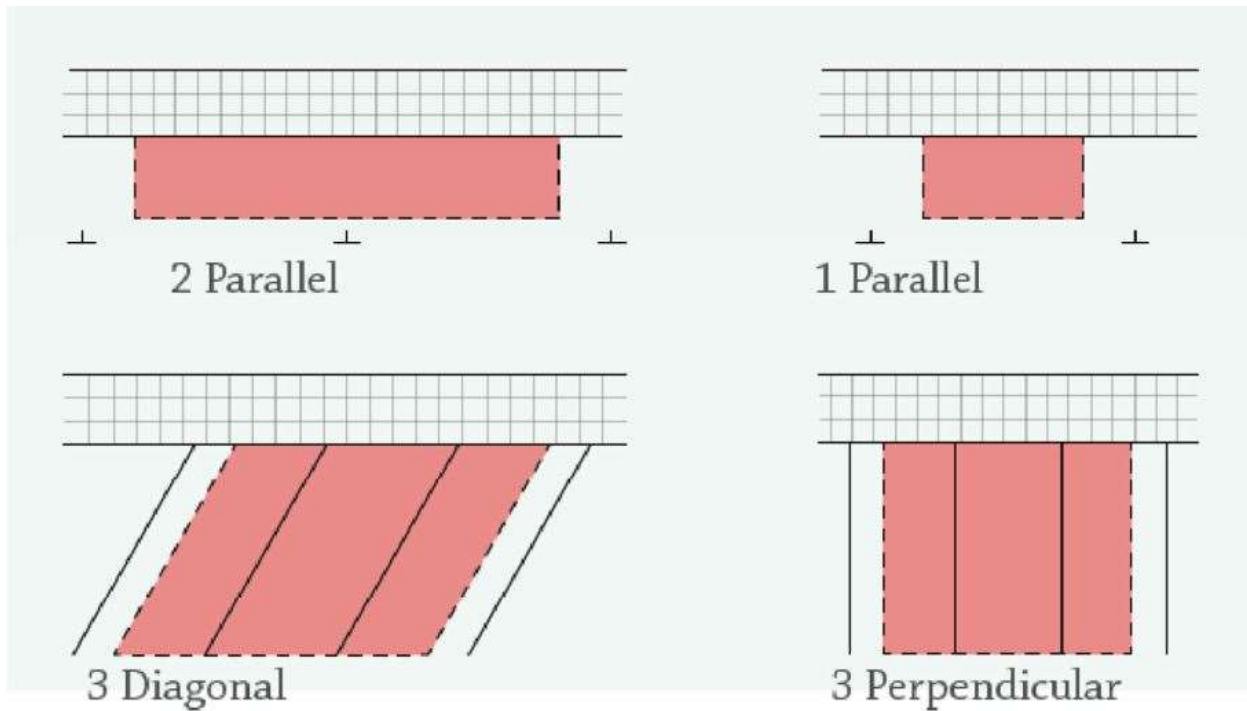


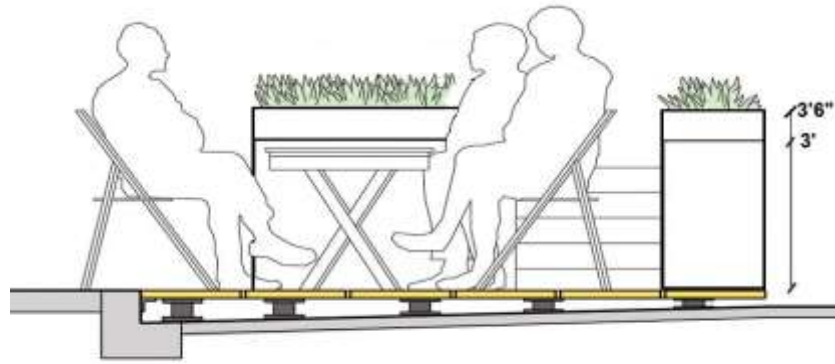
Diagram provided as an example

6. Parklets will have a minimum width of 6 feet with four-foot setbacks on either side to buffer the parklet from adjacent on-street parking spaces and driveways. The outer edge of the parklet must have two feet of clearance from the adjacent travel lane. (A typical parking space in the downtown is 9 feet wide by 20 feet long. This would make a standard dimension of a parklet in one space to be 7' x 12'.)
7. The parklet will have an appropriate buffer from the edge of the street/travel way. This can consist of planters, railings, cabling or some other appropriate buffer. An open guardrail can be utilized to define the space. Railings will be a minimum of 42 inches tall as required by the IBC, and shall be capable of withstanding at least 200 feet of horizontal force. Vertical railing components must meet the applicable Life Safety codes.
8. Parklet design should maintain a visual connection to the street. Continuous opaque walls taller than 42 inches that block views into the parklet from the surrounding streetscape are prohibited. Columns and other vertical elements are allowed but shall maintain a minimum overhead clearance of 84" in height, and they shall not obstruct sight distance.

9. Vertical elements that make the parklets visible to traffic such as flexible posts or bollards must be included in the design.

10. The design of the parklet will not prohibit the stormwater runoff. Small channels should be incorporated as necessary between the base and platform to facilitate drainage.

11. Parklets will have a flush transition at the sidewalk and curb to permit easy access and avoid trip hazards. The maximum gap cannot exceed one-half inch, with a vertical transition of no more than  $\frac{1}{4}$  inch without bevels or ramps.



12. Parklets shall not be placed on a corner and will be at least one parking space away from an intersection or street corner. Where installation of a parklet is considered near an intersection, volumes of turning traffic, sight distance, visibility and daylighting shall be taken into account. A curb extension (bulb-out), or some physical barrier that protects a parklet in a corner location may be considered.

13. Parklets are prohibited in front of active driveways, at cross walks, on street curves, or where horizontal or vertical sight distance is an issue. Parklets located next to driveways must be set back two feet from the outside edge of the driveway.

14. Parklets are prohibited in existing marked turning lanes, or lanes that become travel lanes at any time of the day.

15. Seating shall be incorporated into the parklet within the design itself, or with movable tables and chairs.

16. The substructure of the parklet will depend on the slope of the street and overall design of the structure. The substructure must accommodate the crown of the road and provide a level surface for the parklet. Bison pedestals can be utilized spaced under the surface at differing heights. Steel substructures and angled beams may also be utilized.



17. Slip resistant surfaces are required to minimize hazards and shall be accessible to wheelchair users. A minimum 36" ADA accessible entryway to the parklet must be maintained.

18. At a minimum, the live load-bearing weight shall be 100 pounds per square inch.

19. Parklets are prohibited in bus lanes, in front of fire hydrants, fire department connections, at utility access points such as manholes and water shut off valves and catch basins, and at high turnover parking spaces, such as those located in front of banks, and reserved take out/delivery service parking, or handicap spaces.

20. Design of the parklet may include seating, greenery, bicycle racks or other features but must strive to be a focal point for the community and a welcome gathering place for the public.

21. The space under the parklet must be accessible for maintenance through access panels, removable pavers, etc.

## Required documentation

### 1. **Parklet Location and Context Plan** shall include:

- a. Your building, adjacent properties (include addresses), and their building entrances.
- b. Existing sidewalk width
- c. Existing curb cuts and/or driveways
- d. Adjacent bike lane or auto traffic lane
- e. Existing parking spaces with dimensions
- f. Other existing sidewalk features near the proposed parklet area (fire hydrants, street lights, utility access panels, manholes, bike racks, etc.)
- g. Existing utilities in the street, on the sidewalk, adjacent to the proposed parklet
- h. Existing street trees and tree pits
- i. Proposed parklet footprint and dimensions, including setback dimensions (48 inches from adjacent parking spaces and 24 inches from adjacent bike or auto traffic lane)

### 2. **Detail site plan**

- a. Various elements included in the design
- b. Different materials to be used in the design
- c. Plant types and/or species to be used
- d. Dimensions of parklet and parklet elements (including buffer area)

### 3. **Elevations from all sides** the side view drawings of the proposed design shall include:

- a. Various elements included in the design
- b. Different materials to be used in the design
- c. Dimensions of parklet, parklet elements and buffer areas

### 4. **Sections**

- a. Provide cross sections (cut through drawings) of the parklet design that articulate complex design elements such as how accessibility will be provided

### 5. **Construction Details**

- a. Any hardware such as fasteners to be used in the construction process
- b. A detail showing how positive drainage flow will be maintained along the curb line. Articulate how drainage channels will be accessed if it becomes blocked.

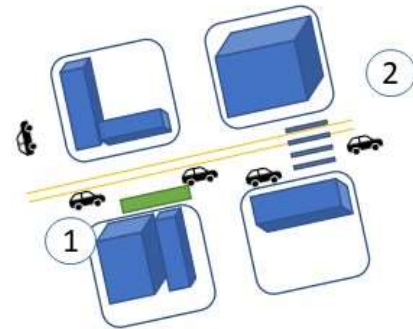
### **Additional required documents**

- Signed maintenance and operations agreement
- Liability insurance
- Hold harmless agreement



## Reference Diagrams

### Parklet Design Guidance



1. Parklets must be in the parking lane. They cannot be in a travel lane.
2. Parklets are typically on streets with posted speed limits of 25 MPH. Barriers shall be provided to protect patrons if the posted limit exceeds 25 MPH
3. Parklets shall not be directly adjacent to a fire hydrant.
4. Parklets must give clearance to utilities, loading zones or handicap parking spaces.
5. Parklets must have wheel stops.
6. The parklet area may be no

- longer than the frontage of the applicant's or supporting property owner's property line. The length is inclusive of curb stops and wheel lengths.
7. Parklets shall not be wider than any parking lane.
8. Parklets must have reflective posts which align with the end of the platform.
9. The entrance to the sidewalk facing side of the Parklet should be placed so as to avoid tree pits.

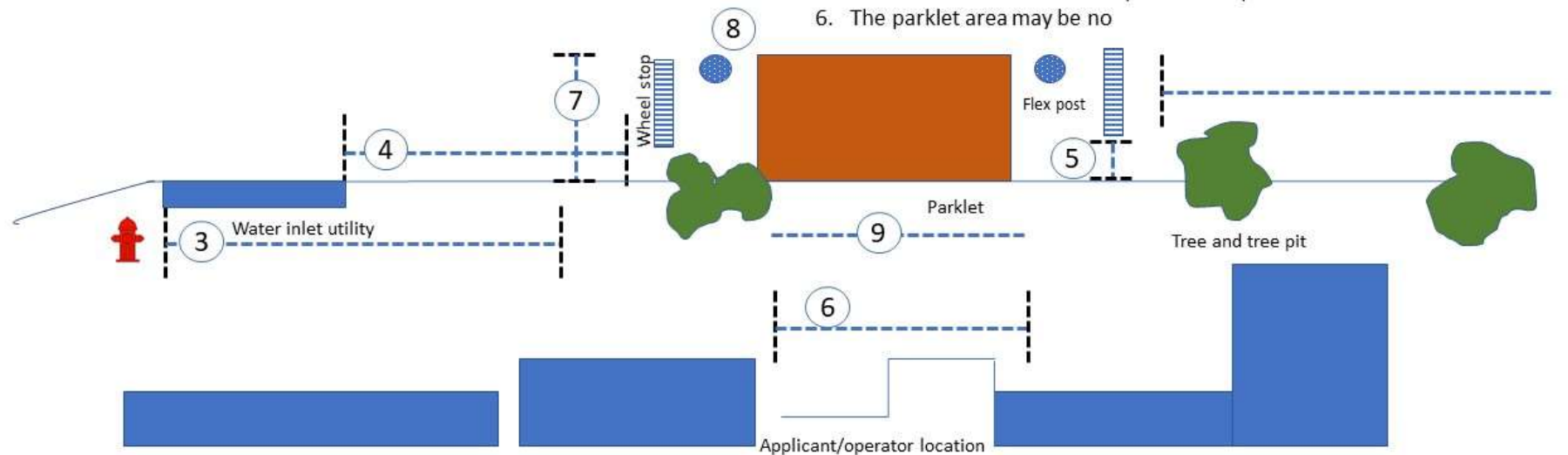
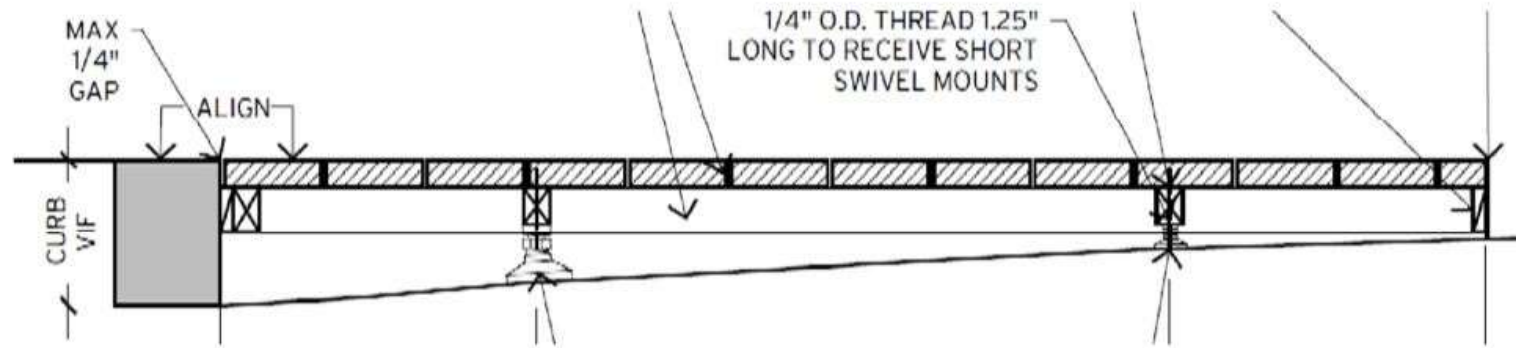


Diagram is not to scale

### Parklet Design Guidelines



#### IV. PARKLET PLATFORM



City of Oxford, CA diagram