



IMPACT STUDIES

The term “Parklet” originated in San Francisco to describe the process of converting one or more street parking spaces into a small public “park”. While they are primarily intended as assets for the entire community by introducing new streetscape features such as bicycle parking and additional outdoor seating areas for nearby shops, they typically encourage increased pedestrian activity and additional sales at nearby businesses by breaking the flow of foot traffic and giving passersby a reason to stop, socialize and relax.

SEATTLE

Department of Transportation found 100% of people surveyed believe Parklets provide a useful neighborhood space.

BOSTON

Immediate use, positive user experience and integration into the neighborhood was felt.

CHICAGO

80% of businesses found Parklets brought in more foot traffic, increasing sales 10-20%.

When a
parking spot
becomes a
parklet:

SAN FRANCISCO

There was an incremental increase in the number of bikes parked at each location.

NEW YORK CITY

Pedestrian activity measured in the number of people per hour increased by 37% on weekday evenings.

LOS ANGELES

50% of businesses felt they would need more employees over the next 12 months.

PHILADELPHIA

A 240 sq ft parklet can attract over 150 unique users in a day, utilizing a space that would otherwise have hosted one or two parked cars.

THE STREETDECK SOLUTION

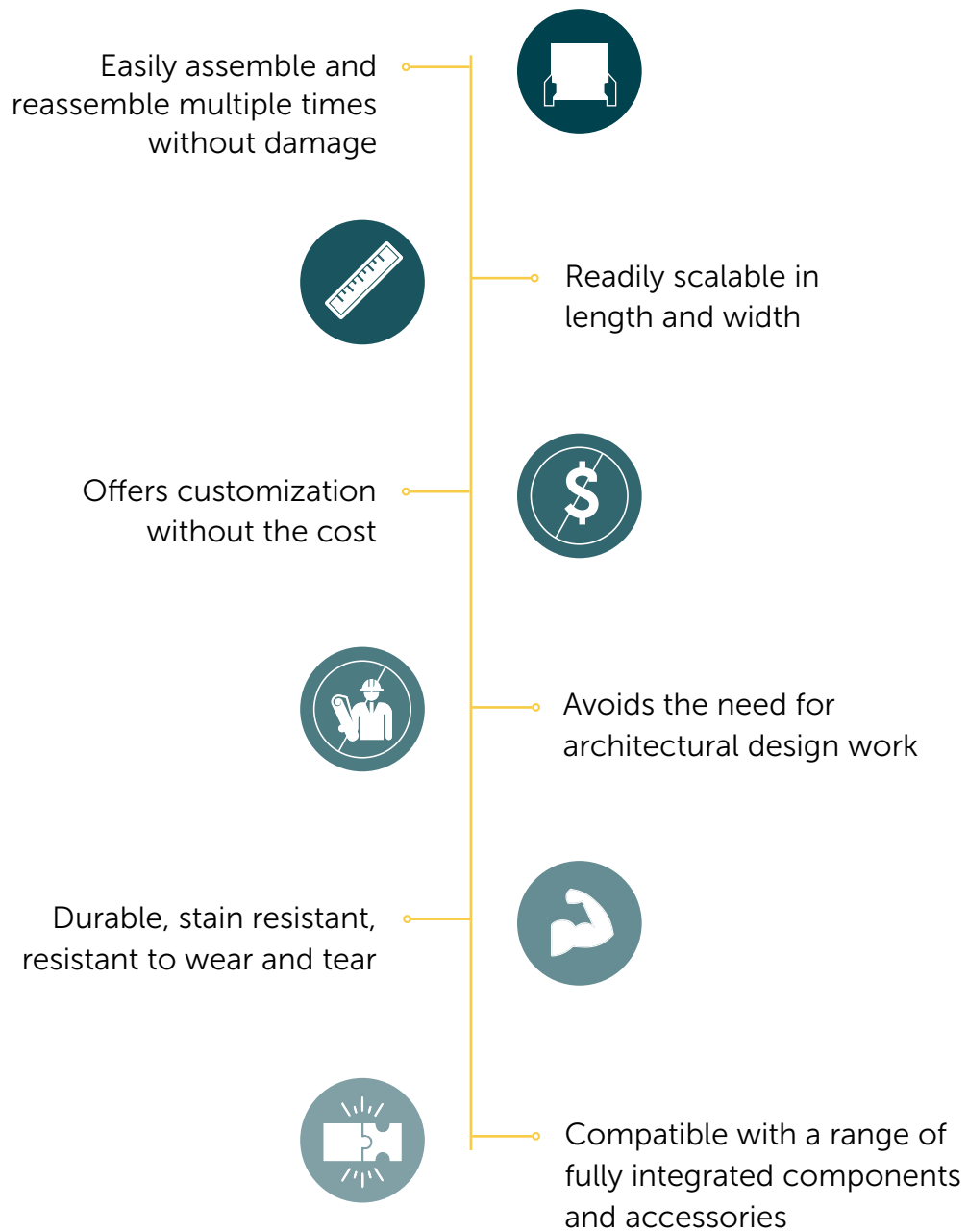
Without a doubt, the cost incurred in building a parklet is the #1 reason why there aren't more parklets in every city today.

Considering application and permit fees, architectural design fees, materials and construction costs, it's not uncommon for a relatively simple parklet with basic decking, limited seating, and minimal landscaping to cost in excess of \$30,000.

Since parklets are not normally constructed by local authorities, but must be financed and managed by community groups or local businesses, it can be difficult to raise funds for a public facility that also requires ongoing expenditure on landscaping, cleaning, refurbishing, wear and tear and damage due to misuse or weather.

With these factors in mind, we set out to develop a lower cost, high quality parklet made with longer lasting and lower maintenance materials, based on standardized modules that can be easily assembled and disassembled with just 2-3 people in a few hours.

The result is '**StreetDeck**', our modular parklet design that offers all the cost saving benefits of a modular kit but still offers the opportunity for extensive customization of porcelain pavers, planters, fencing, and site furniture.



THE PLANNING PROCESS

Establishing a local parklet normally begins as a proposal by an individual or group who commits to the process and expense of gaining community support for their vision, applying for a parklet permit, designing the parklet, submitting proposals and all required documentation to the relevant authorities, organizing the installation and taking responsibility for ongoing maintenance.

1

Seek all relevant local information

Common city departments that control parklet programs are the Department of Transportation, the Bureau of Planning, Office of Strategic Planning, Department of Public Works, Office of Planning, and Bureau of Transportation. If you are struggling to find information about parklets in your area, we suggest starting with any one of these local departments.

2

Understanding rules and regulations

Once you have gained local support for your proposed parklet and checked with local authorities that a parklet would be permitted in your locality in principle, you need to pay special attention to any regulations specifying where they can be positioned and what factors might influence the outcome of your permit application.

Proximity to existing city utilities, bus zones, handicap parking zones, intersections and street corners, nearby driveways and mature trees is all taken into account, as well as the slope and crown of the street, speed limit, one vs two way traffic, accessibility by disabled persons, water drainage, space for safety buffer zones, future streetscape projects anticipated by the city, and finally the opinions of those who believe they would be impacted both negatively and positively by your proposed parklet.

THE PERMIT PROCESS

To bring your vision to fruition, you'll need to begin the permit application process as soon as possible. The application process is typically seasonal and will vary depending on your location. Consult with your local Department of Transportation to determine your city's application timeline.

01

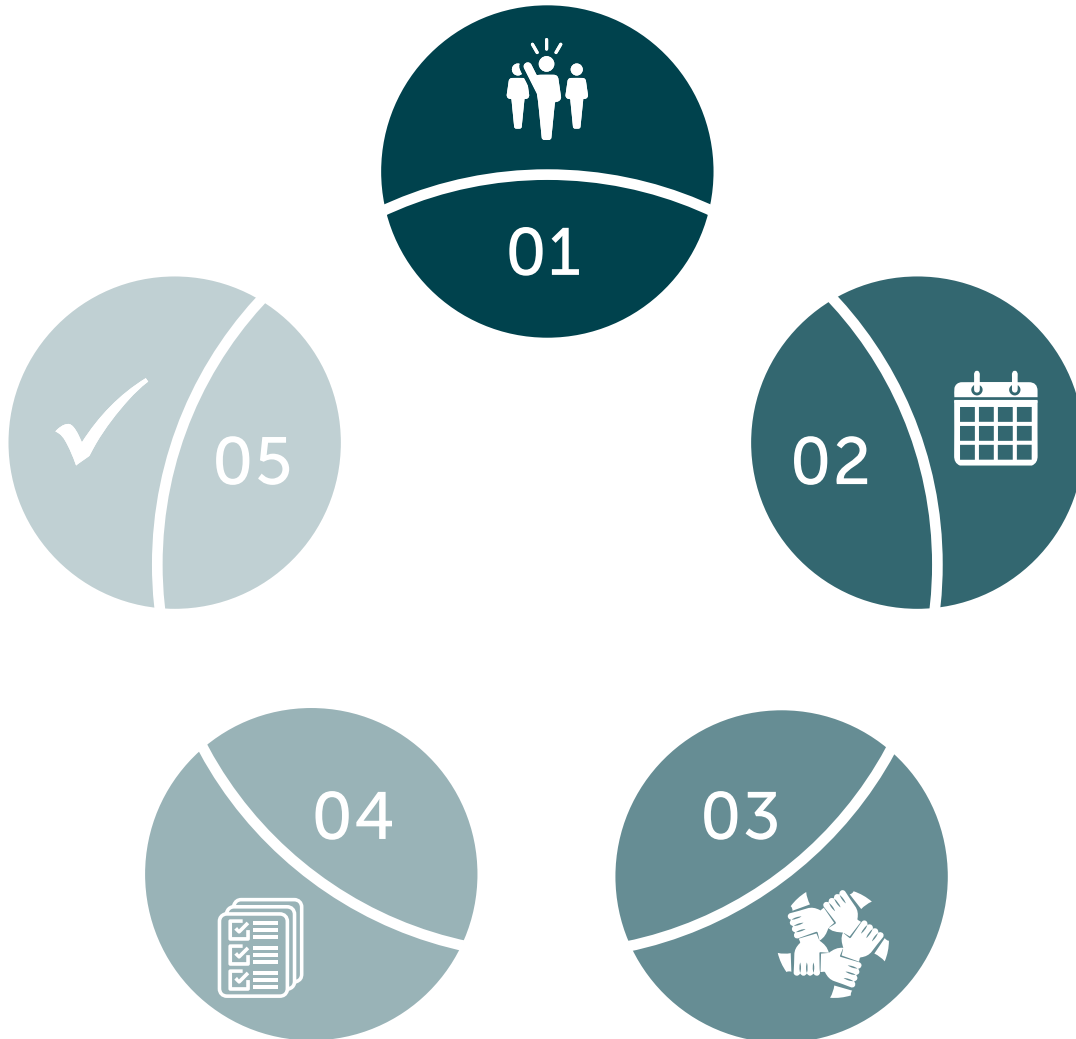
Nominate an individual or group who is prepared to accept responsibility and stewardship for managing the entire process.

02

Find out the time frame in which parklet proposals are accepted by the city.

03

Build your case for establishing a parklet in the community, get local support and finalize financing.



05

Once your parklet design has been approved and all documentation is complete, you'll be asked for final permit fees. Once your fees are paid, a permit will be issued and you can begin constructing your parklet.

04

Contact the local department responsible for managing parklets to obtain the application paperwork and requirements for submitting the complete proposal package.

STREETDECK COMPONENTS

The basic StreetDeck structure is comprised of a lightweight frame made of galvanized steel beams, which is supported and leveled by adjustable height pedestals. Porcelain paver decking is enclosed within the frame and likewise supported by adjustable pedestals which enable a perfectly level deck to be constructed, irrespective of the slope of the roadway or underlying surface.



STREETDECK ACCESSORIES

A range of accessories including planters, fences, benches and a connecting bridge are available, all designed to seamlessly integrate into your modular StreetDeck.

Our planters, fences and connecting bridge are made of galvanized steel, while our benches are made of $\frac{3}{4}$ " porcelain slabs. This allows for complete coordination between the benches and porcelain pavers, creating a cohesive and aesthetically pleasing StreetDeck.

It may also be possible to use your own accessories given they are able to properly attach to your StreetDeck.

planters



railings



benches



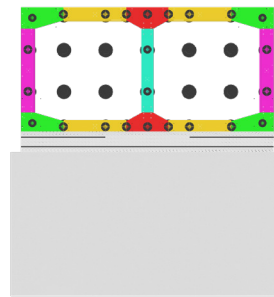
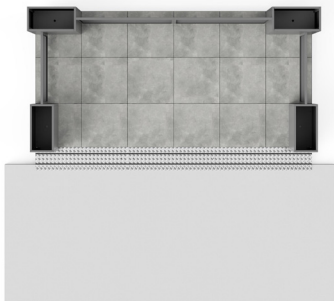
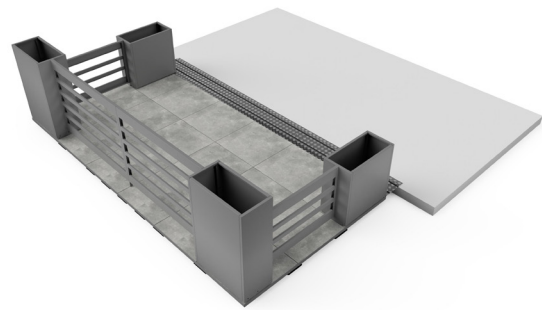
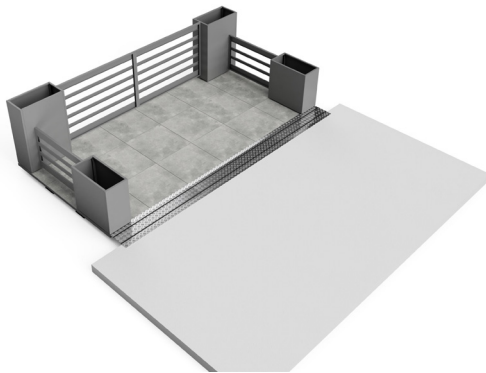
bridge



STREETDECK RENDERINGS

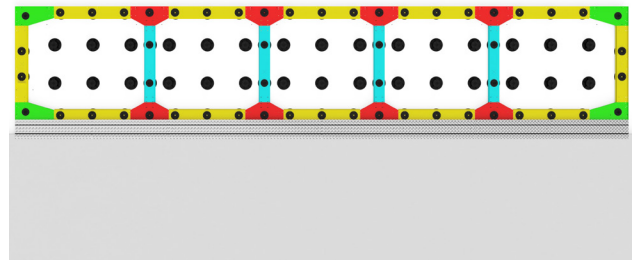
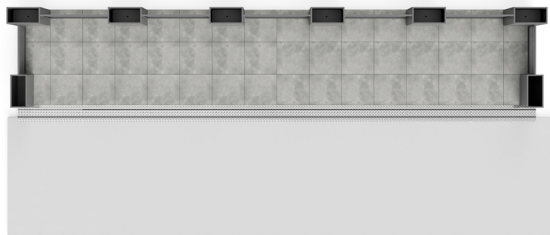
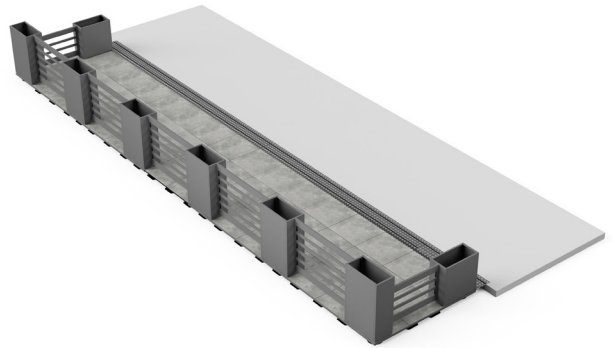
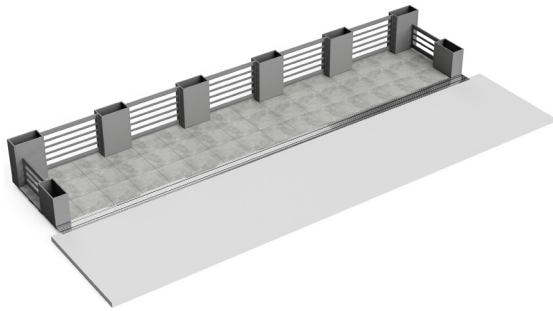
One-car parking spot

6' x 12'



STREETDECK RENDERINGS

Two-car parking spot
6' x 32'



DESIGN CONSIDERATIONS >>

Parklets are generally permitted on streets with a running slope of 5% or less. The primary reason is to ensure safe access for wheelchair users along the length of the deck. The maximum allowed slope across the width is typically 2%.



Parklets must be handicap accessible with a safe transition ramp from curb to parklet deck, and a sufficient radius allocated for wheelchairs to pivot and maneuver comfortably to exit the parklet.

Parklets must be easily and quickly movable for city maintenance, elevated for street drainage, and in some locations, able to be deconstructed and stored seasonally to provide access for snow clearing.



Parklets are not permitted to block fire hydrants, manhole covers, storm drains, city utilities, or street signs, and cannot be next to a bus stop.

Parklets are commonly restricted to the width and length of a parking space which is typically 8' x 20'. A 4' setback defined by a wheel stop is required at both ends, and quite often the outer edge must have a 2' clear zone from adjacent traffic, meaning the actual decking size for a single parking space would be roughly 6' x 12' and 6' x 32' for two spaces.



Parklets must sit at least one parking space in from a street corner or intersection to avoid them being positioned in blind spots to vehicular traffic.

ADDITIONAL RESOURCES >>

Parklets are generally public spaces and the public has a voice. Part of your application process will entail gaining public approval for your proposed location.



All parklets require permits from relevant authorities. Be aware that most cities only accept new applications during a specific period each year and because parklets impact public spaces, the application and approval process will generally be quite lengthy.

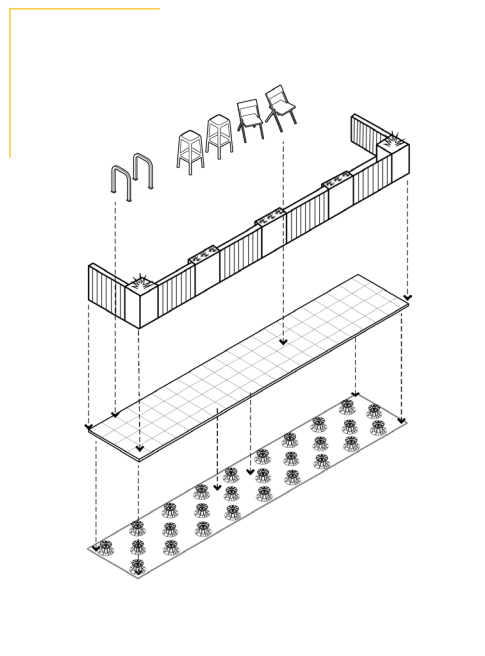
Parklets must comply with all local regulations and design criteria, meet ADA requirements, maintain roadway drainage, allow for access to any below-ground utilities, be properly insured, and have community support.



As the owner of a parklet, apart from the initial cost of the permits, application fees and the parklet itself, you'll need to accept the ongoing responsibility for keeping the parklet clean and maintained in good order. If you live in a location with snow clearing in winter, you'll also be expected to bear the cost and responsibility of disassembling, storing and reassembling your parklet seasonally.

Due to the numerous benefits parklets bring to the public, some cities such as New York offer a significant reimbursement for eligible purchases related to materials, fabrication and installation of parklets. Inquire about this at your local city department that governs parklets.





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