

METROPOLITAN NASHVILLE

# PARKLET PROGRAM

MANUAL AND SPECIFICATIONS



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## PROGRAM OVERVIEW

Metropolitan Nashville's Parklet Program aims to facilitate the conversion of inactive and often underutilized on-street parking spaces into publicly accessible open space available for all to enjoy. The Parklet Program provides a path for merchants, civic groups, or community members to take individual actions in the development and beautification of the city's public realm. The first formal public parklets were initially conceived and installed in San Francisco in 2010. Since that time the program has become very successful and is being emulated in cities around the world.

Parklets are intended as aesthetic and functional enhancements to the streetscape, providing an economical solution to the need for increased public open space. They provide amenities like seating, planting, bike parking, and art. They reflect the city's commitment to encouraging walking and biking, creating pedestrian-friendly streets, and strengthening our communities by providing an economical solution to the need for increased public open space. Parklets may also contribute to traffic calming, as a complex street activity tends to slow drivers. While Parklets are funded and maintained by neighboring businesses, they are publicly accessible and open to all.

Typically, the materials consist of semi-permanent decks that expand the pedestrian realm beyond the sidewalk, allowing business owners to increase outdoor seating, without requiring permanent street re-design and construction. They may include amenities such as seating, planters, bike parking, art and other associated improvements, generally located in front of and developed and operated by the adjacent business.

## PROGRAM GOALS

### **Reimagine the potential of city streets.**

Parklets promote a low-cost, easily implementable approach to public space improvement through projects that energize and reinvent the public realm. They help address the desire and need for increased public open space and wider sidewalks.

### **Encourage non-motorized transportation**

Parklets encourage walking by providing pedestrian amenities like street furniture, landscaping, and public art. Parklets often provide bicycle parking and thus increase the visibility of bicycling in Metropolitan Nashville.

### **Encourage pedestrian activity.**

Parklets provide pocket spaces for pedestrians to sit and relax, while also improving walkability and livability by promoting active and vibrant streets.

### **Support local businesses.**

Parklets attract attention to businesses and provide additional seating that can be used by cafe customers and others. A parklet also beautifies the street and creates a neighborhood destination.

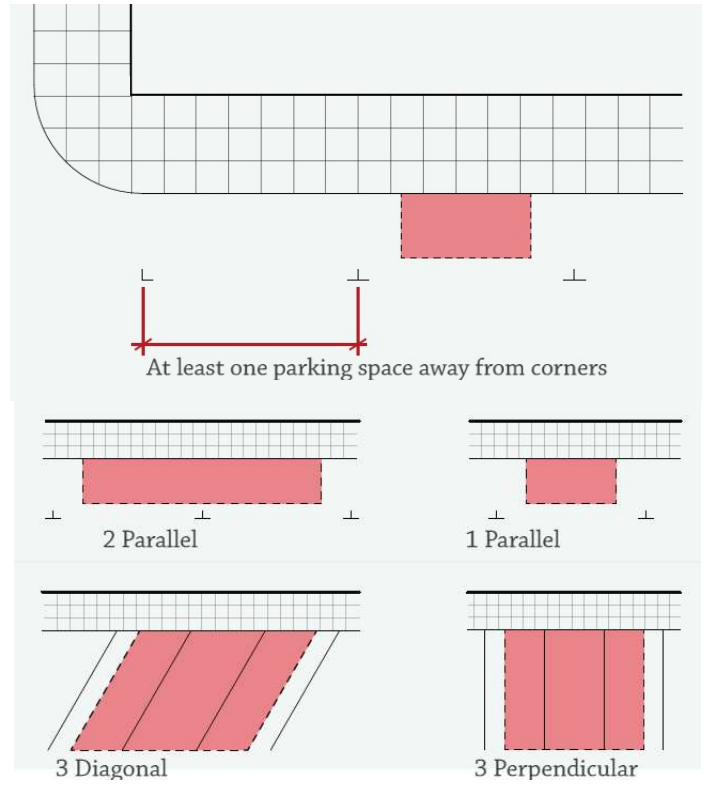
# PARKLET LOCATION CRITERIA

## SPEED LIMIT.

Parklets are permitted on city-controlled streets with speed limits of 35 mph or less; all others can be considered on a case-by-case scenario.

## PARKING SPACES.

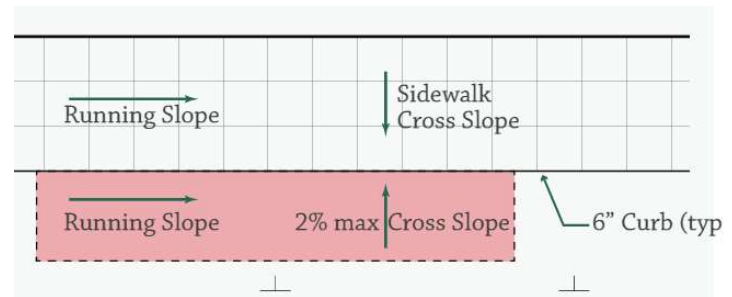
Parklets can be sited along the curb line on streets where on-street parking spaces exist. They can be considered in any location where there are spaces) for on-street parallel, angled, or perpendicular parking, including spaces with metered or unmetered parking.

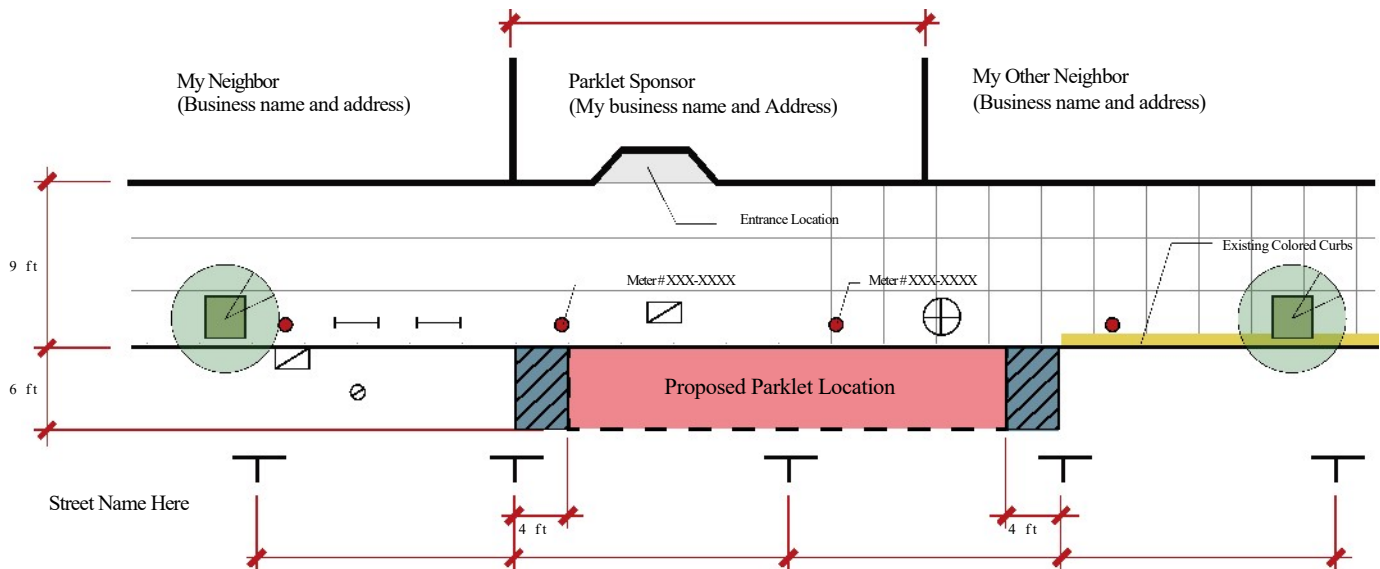


## STREET SLOPE.

Parklets are generally permitted on streets with a running slope (grade) of five percent or less. When installed on streets with running slopes of three percent or greater, parklets will need to include a wheelchair rest area.

Parklets may be permitted on streets over five percent if they can





**Legend**

- Existing Parking Meter
- Existing Bike Rack
- Existing Utility (in sidewalk and in street)
- Existing Parking Space Marking
- 4 ft Required Parklet setback (not to be included in parklet size)
- Existing Street Light
- Existing Street Tree
- North Arrow

**REFLECTIVE ELEMENTS AT CORNERS.**

Reflective elements are required at the outside corners of all parklets. Soft-hit posts are a standard solution deployed at the outside edges; however, the city will consider additional reflective elements incorporated in the parklet design.

**WHEEL STOPS.**

For parklets in parallel parking spaces, a three-foot wheel stop must be installed one foot from the curb at the edge of the front and back parking spaces. When parklets are installed adjacent to parallel parking spaces, wheel stops should be setback four feet from the parklet structure. For angled parking spaces and adjacent to driveways, city staff will work with you to determine the appropriate location for wheel stops. Wheel stops should be made of recycled rubber; concrete wheel stops are discouraged.

**SITE CONDITIONS.**

Your initial site plan should accurately reflect the existing site conditions and include streetscape features like adjacent bike racks, utility covers, street poles, existing signs, street trees, tree wells, etc.

**SIGHT TRIANGLE.**

Parklets must not interfere with sight triangles. A sight triangle is a triangular shaped portion of land established for unobstructed visibility of motorists entering or leaving a street or driveway intersection in which nothing, whether stationary or moveable (I. E, vehicles, vehicular maneuvering area, signs landscaping or objects of any kind) is permitted to be located between a height of two and one-half (2½) and eight (8) feet above the elevation of the adjoining edge of pavement. An exception to the prohibition is a tree with clear trunk between two and one-half (2½) and eight (8) feet.

**PARKING METER LOCATION NUMBERS.**

If your parklet is located in an area with metered parking, you will need to show the locations of the parking meters to be removed and include their associated parking meter number(s). The number can be found on the parking meter.

# THE PLATFORM

The platform provides the structural base for the parklet. The city strongly recommends consulting a design or construction professional to ensure that the platform will be sturdy and safe.

## BOLTING.

Bolting into the street or penetrating the surface of the road in any way is strongly discouraged and may not be allowed without a restoration plan and an excavation bond posted by the applicant and their contractor. Parklets may be bolted to the existing curb, with specific restoration requirements.

## PLATFORM SURFACE.

Bolting into the street or penetrating the surface of the road in any way is strongly discouraged and may not be allowed without

## ACCESS.

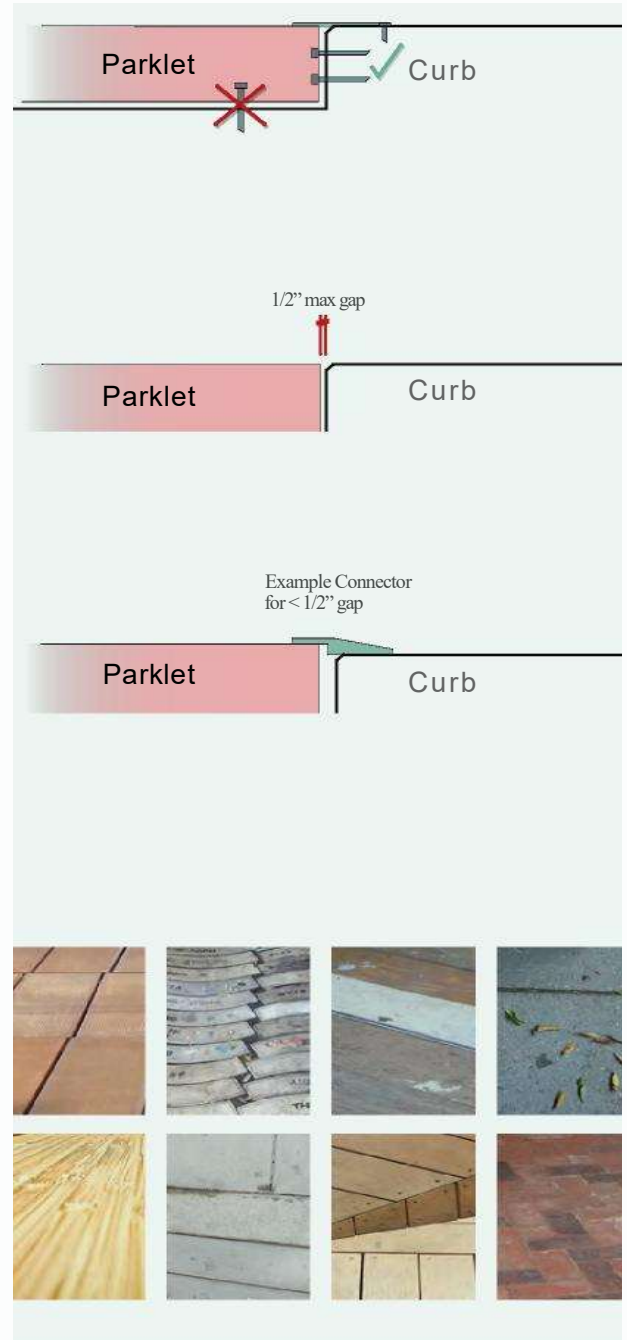
If the platform base is not solid, the space underneath the platform surface must be accessible for maintenance through access panels, removable pavers, etc.

## CONCRETE.

If using a concrete base for the parklet floor, the concrete cannot be poured directly on the road surface. A plastic slip-sheet can be used to prevent the concrete from binding to the roadbed below. To facilitate easy removal of the parklet, the concrete floor should not include structural rebar and must weigh less than 200 pounds per square foot.

## SURFACE MATERIALS.

Loose particles, such as sand or loose stone, are not permitted on the parklet.

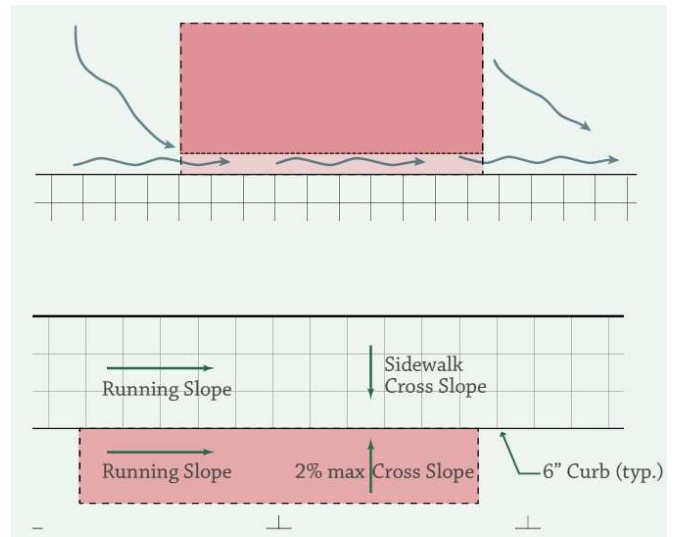


### **DRAINAGE.**

The parklet cannot impede the flow of curbside drainage. Designers are strongly encouraged to cover openings at either end of the parklet with screens to prevent blockage from debris.

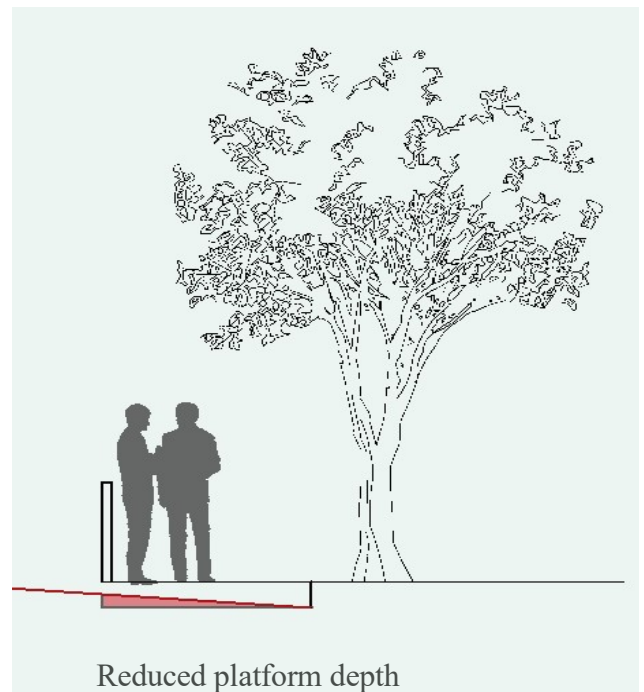
### **PLATFORM CROSS SLOPE.**

Parklet platform rest areas cannot exceed two percent cross slopes. Your final construction drawings will need to show spot elevations for both the sidewalk and the platform areas.



### **STREET CROWN AND CURB HEIGHT.**

This is to ensure that stormwater is intended to prevent water from jumping the curb and flooding adjacent buildings. This means that the elevation of the street rises the further you move from the curb, effectively reducing the amount of space to build the parklet platform. Whereas, along the curb there may be 6 inches of clearance for your platform structure, clearance can be reduced to as little as 2 inches further into the street. Furthermore, both curb heights and street crown heights vary with each street segment. Applicants and designers are strongly advised to take field measurements before beginning the design to make sure their proposed platform solution will fit within the allotted space and satisfy all slope and accessibility requirements.



## REQUIRED MATERIALS



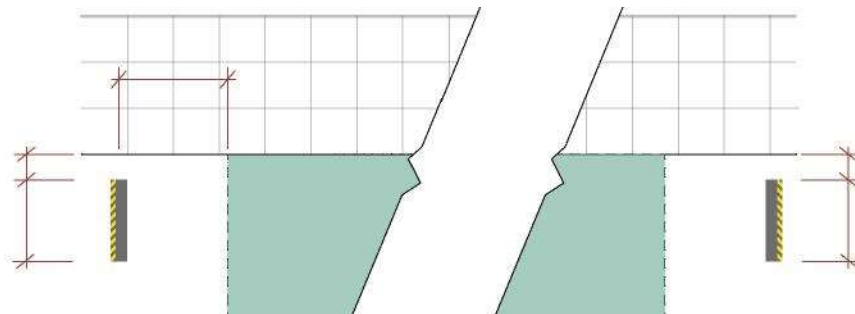
### NO PARKING SIGNS.

Clear the area for installation by placing temporary no parking signs in the parking spaces that your parklet will occupy a minimum 72 hours before installation. The signs are available from the Department of Transportation & Multimodal Infrastructure, 615-862-8700. The permittee is responsible for maintenance, upkeep, and replacement of the signs should they get removed.

### SOFT-HIT POSTS.

Purchase two standardized safe-hit posts, one for each end of the parklet. You may purchase the posts from any vendor, but they must meet these specifications:

- Safe Hit Type 2 Guide Post 36", White.
- Surface Mount Pin Lock Base.
- Butyl Adhesive Pad or 10 oz. Epoxy Kit.

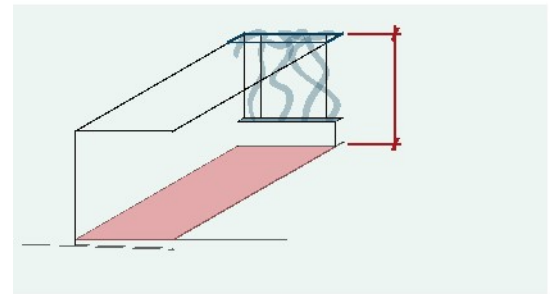
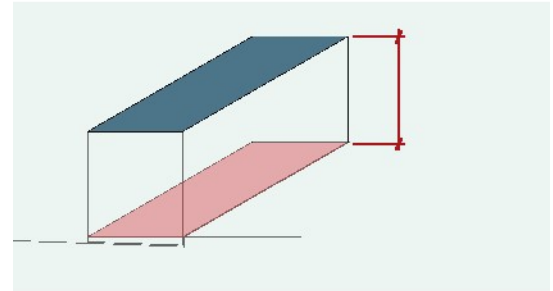
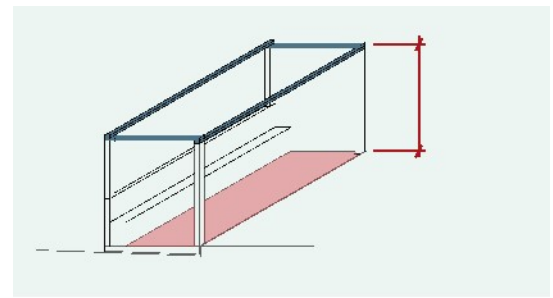
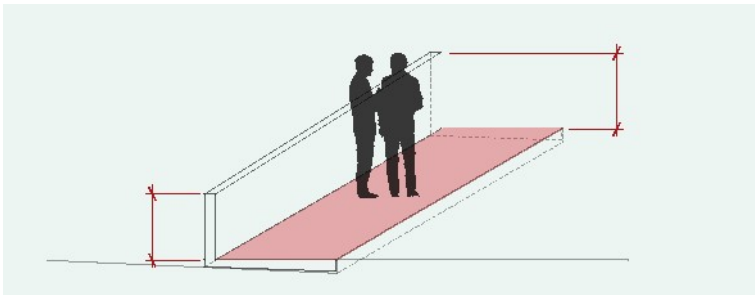


Soft-hit post centered on T, otherwise 7 feet from curb and in line with wheel stop

# THE ENCLOSURE

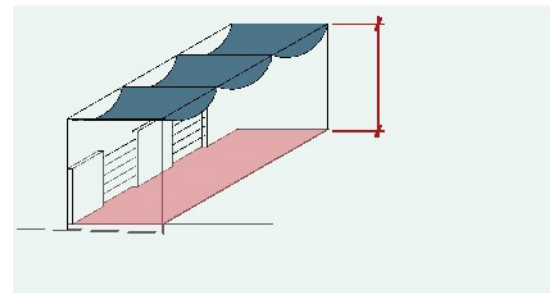
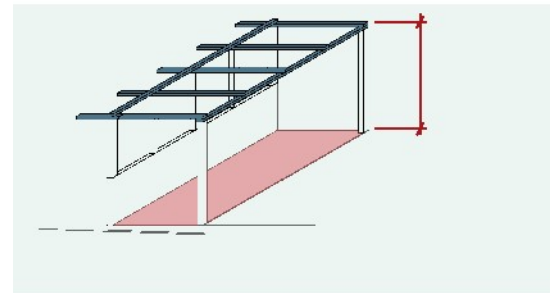
## BUFFER THE EDGES.

Depending on the location, the parklet should have an edge to buffer the street. This can take the form of planters, railing, cabling, or some other appropriate buffer. The height and scale of the buffer required will vary depending on local context. For example, on some low-traffic streets, a continuous edge may not be required. (If cable railing is used, spacing between cables cannot exceed six inches).



## MAINTAIN A VISUAL CONNECTION TO THE STREET.

Your parklet design should maintain a visual connection to the street. Continuous opaque walls above thirty-six inches that block views into the parklet from the surrounding streetscape are prohibited. You are allowed to include columns and other vertical elements.



## AVOID OVERHEAD ELEMENTS THAT SPAN SIDEWALK.

Overhead elements that span the sidewalk and connect the parklet to the adjacent building façade are not allowed. Such proposals may be considered on a case-by-case basis and will require a minimum vertical clearance of eighty-four inches above grade.

