

DESIGNING & IMPLEMENTING
PARKLETS IN THE CITY OF MILWAUKEE



DESIGN GUIDELINES



EXPANDING THE PEDESTRIAN REALM

These guidelines are intended for business owners, neighbors and others looking to reclaim underutilized street parking for an enjoyable use.

To see our streets become living places, we can work towards a more equitable spatial balance between pedestrians, cars, bikes, sitting, and enjoyment.

Parklets are one step toward that balance.



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WHAT IS A PARKLET?

Parklets expand the pedestrian realm by repurposing on-street car parking space to people space.

Parklets are a cost-effective way to add vibrancy to a neighborhood. They invite walking, biking, and staying, key ingredients to vital places.

Parklets add public gathering space, increase pedestrian safety, support economic activity, encourage non-motorized transportation all while creating a unique sense of place.

Parklets are public. While often privately funded and maintained by neighboring business, community organizations, or residents, parklets are publicly accessible and open to all.



PUBLIC SEATING



DINING



BIKE PARKING



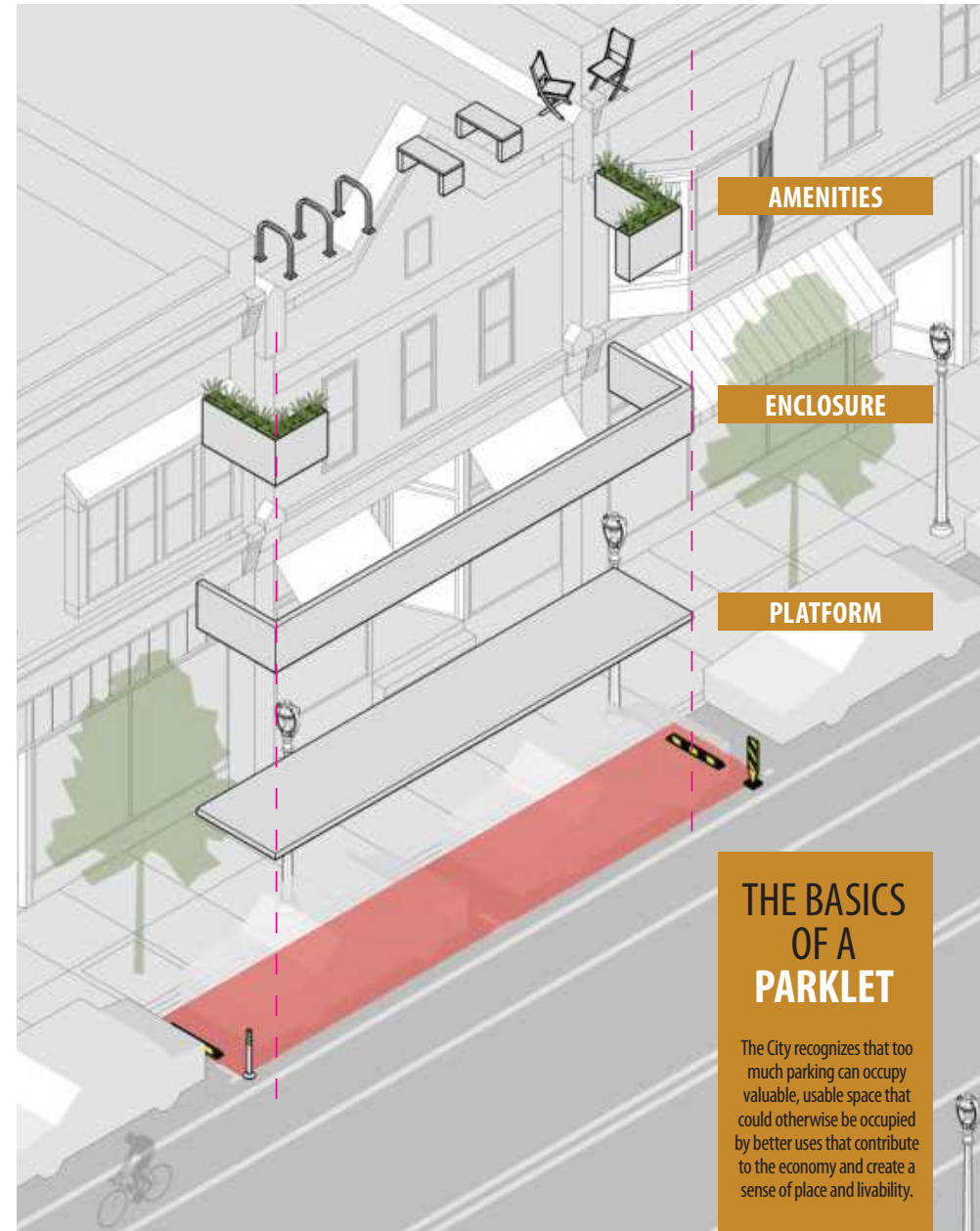
LANDSCAPE



PUBLIC ART



RECREATION



THE BASICS OF A PARKLET

The City recognizes that too much parking can occupy valuable, usable space that could otherwise be occupied by better uses that contribute to the economy and create a sense of place and livability.

WHERE IS THE BEST SPOT?

Ideal neighborhood locations:

Commercial Corridors

Parklets are most likely to succeed in areas that have strong pedestrian activity coupled with narrow sidewalks. Commercial corridors are especially well-suited to parklets as they have a natural relationship to adjacent dining and drinking establishments.

Community Centers

Parklets can encourage pedestrian activity in places that lack adequate public gathering space. Consider the placement of parklets in proximity to community centers or other places where neighbors often cross paths.

Neighborhood Commons

While less common, parklets may also be valuable to residential districts. A well-sited public seating area that's central to dense housing can extend resident's outdoor living space.



WHERE IS THE BEST SPOT?

ON THE BLOCK



Parklets can enhance the vibrancy of already active pedestrian areas.

When located in proximity to popular storefronts like cafes, restaurants, or bars, parklets expand a neighborhood's outdoor living room.

Even thriving pedestrian corridors have gaps in the environment like surface parking, or buildings with significant set backs.

Look for:

- Community support
- High pedestrian activity
- Not too close to another parklet or park
- Sunny location
- Engaging ground floor uses (like cafes, restaurants, etc)
- Street traffic that is not too loud, fast, or heavy
- Confluence of well-used pedestrian or bike routes
- Enthusiastic and invested sponsor and neighbourhood

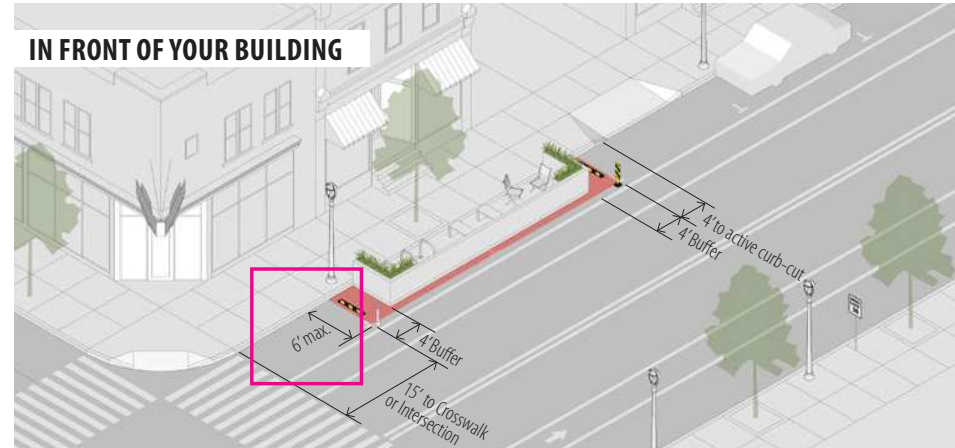
Considerations:

PARKING SPACES Parklets are located tight, flush and parallel to the curb line along streets where on-street parking spaces exist. They may replace metered or signed, unmetered parking spaces.

SPEED LIMIT Parklets may be permitted on streets with speed limits of 30 mph or less. Parklets proposed for streets with speed limits exceeding 30 mph may be considered on a case-by-case basis.

STREET SLOPE Parklets are generally permitted on streets with a running slope (grade) of five percent or less. Parklets may be permitted on streets with a grade exceeding five percent if the parklet design complies with accessibility requirements.

IN FRONT OF YOUR BUILDING



What to Avoid:

TRANSIT: Parklets are not permitted within bus or streetcar zones.

UTILITIES: Parklets may not be constructed over utility access panels, manhole covers, storm drains, or fire hydrant shut-off valves.

NO PARKING ZONES: Streets with signed no parking zones generally do not allow for parklets. Specific locations may be considered on a case-by-case basis.

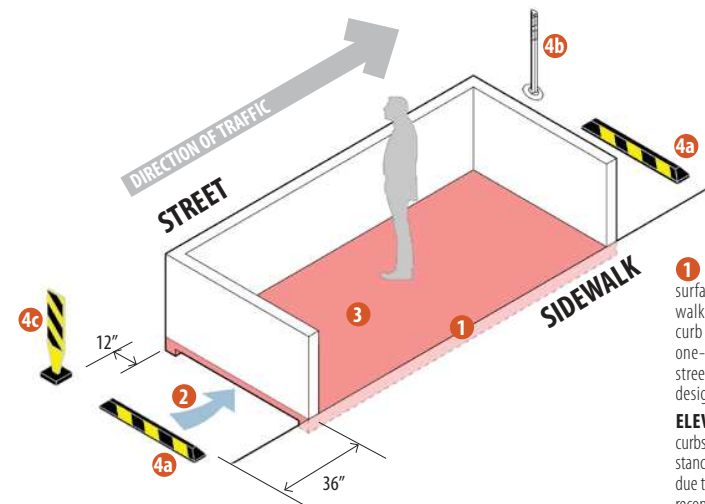
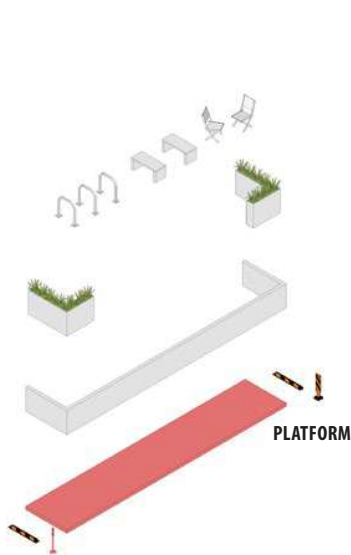


HOW TO DESIGN A PARKLET

PLATFORM

A platform is an extension of the sidewalk.

Serving as the structural base, the platform must adequately support groups of people, the enclosure system, and amenities unique to the parklet's design. The City strongly encourages working with a design professional to ensure the platform's durability.



1 SURFACE: The platform's finish surface must be flush with the sidewalk. The maximum gap between the curb and parklet can be no larger than one-half inch. In the case of a sloping street, City staff will work with the designer to address issues of access.

ELEVATED PLATFORM: Most city curbs are approximately 6" tall. In some instances the curb can be substantially taller due to unique site conditions. It is strongly recommended that the parklet operator work with a design professional & City Staff when dealing with an unusually tall curb or cases of bi-level curbs.

2 DRAINAGE: The parklet cannot block street drainage. The platform design must accommodate water flow patterns unique to the street.

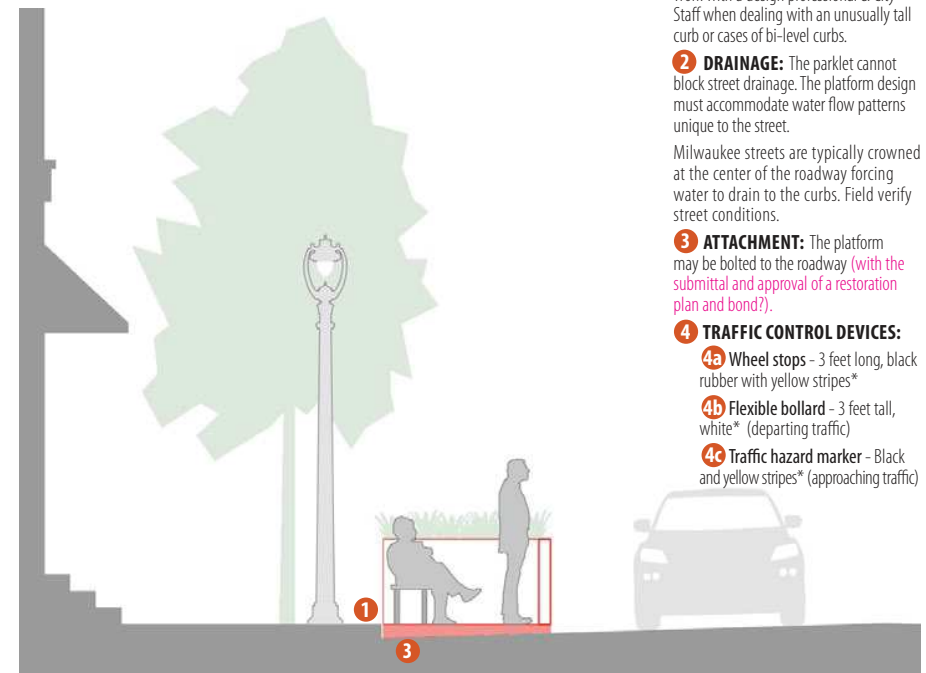
Milwaukee streets are typically crowned at the center of the roadway forcing water to drain to the curbs. Field verify street conditions.

3 ATTACHMENT: The platform may be bolted to the roadway (with the submittal and approval of a restoration plan and bond?).

4 TRAFFIC CONTROL DEVICES:
4a Wheel stops - 3 feet long, black rubber with yellow stripes*

4b Flexible bollard - 3 feet tall, white* (departing traffic)

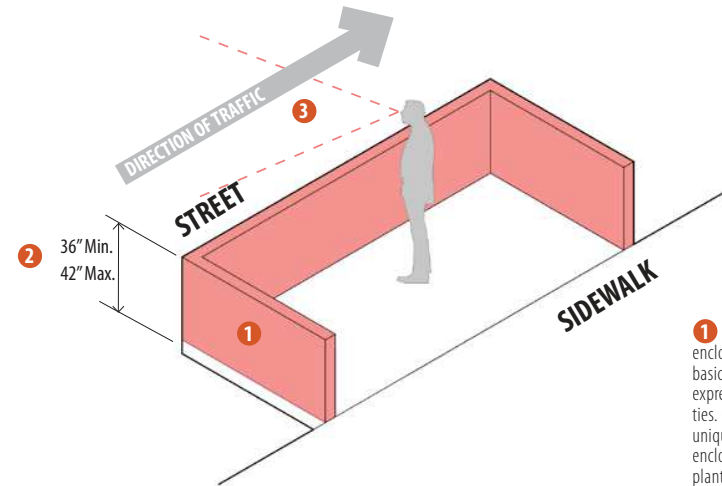
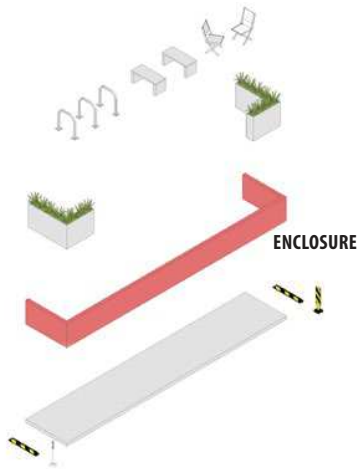
4c Traffic hazard marker - Black and yellow stripes* (approaching traffic)



HOW TO DESIGN A PARKLET

ENCLOSURE

The enclosure defines the parklet edge while acting as a buffer between people and traffic.

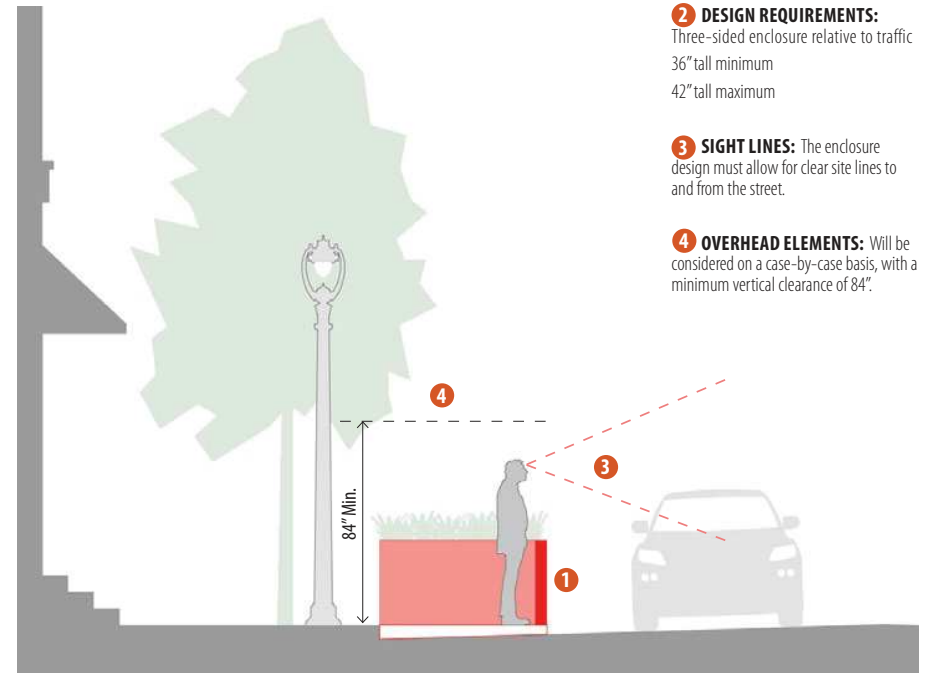


1 UNIQUE DESIGN: While the enclosure design must follow some basic rules, the aesthetic and functional expression is open to many possibilities. Consider design elements that are unique to the parklet's context. The enclosure can be defined with railings, planters, art panels or other creative uses. No advertising permitted.

2 DESIGN REQUIREMENTS:
Three-sided enclosure relative to traffic
36" tall minimum
42" tall maximum

3 SIGHT LINES: The enclosure design must allow for clear sight lines to and from the street.

4 OVERHEAD ELEMENTS: Will be considered on a case-by-case basis, with a minimum vertical clearance of 84".

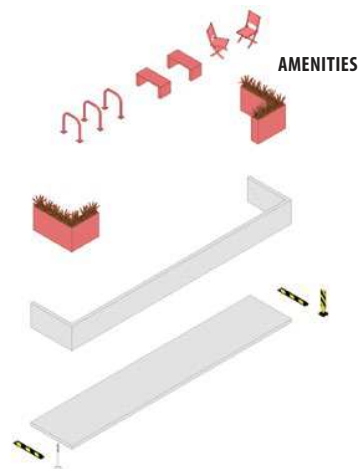


HOW TO DESIGN A PARKLET

AMENITIES

Features that compel people to use a parklet.

Diversity of use will ensure a diverse range of users. A parklet can be: a place to sit, a place to lean, a place to talk, a place to observe, a place to eat, a place to drink, a place to sun, a place to stay, a place to enjoy. Amenities are added elements that are not required and are considered on a case by case basis.



1 SEATING: Consider a range of seating options from built-in to removeable.

2 VEGETATION: Integrated planting is strongly encouraged. Consider using native plants that are durable and add interest. Poisonous, noxious or invasive vegetation is not permitted. Plants must be pruned to maintain clear site lines. Planters to be secured as necessary to remain upright and in place.

3 BIKE PARKING: Providing bike parking invites bicyclists to the neighborhood.

Bike Rack – Select a rack that provides two points of support for the bicycle. At a minimum, ensure that the rack allows a cyclist to lock both the front wheel and bike frame together. Consider grouping multiple bike docks together within public view. On-street bike corrals may be located adjacent to the parklet or integrated into the parklet base. Follow placement standards for bike racks found in the Association of Pedestrian and Bicycle Professionals (APBP) 'Essentials of Bike Parking', Revision 1.0, September 2015.

4 PUBLIC ART: Consider the integration of public art, noting that advertising is not permitted in the Right of Way.

5 ACTIVE USE: Parklets can invite activity beyond sitting. Consider elements that encourage safe play. Swings, exercise facilities, and games can create new opportunities for neighbors and passers-by to interact.

6 LIGHTING: Thoughtful lighting can create an inviting nighttime ambience. Electrical connections to buildings will require a separate electrical permit. Solar-powered lighting may be considered.



HOW TO DESIGN A PARKLET

MATERIALS

The City encourages the use of local, sustainable and environmentally friendly materials whenever possible.

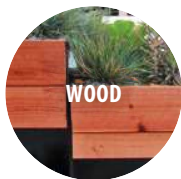
Material selection considerations include:

Exposure to the elements

Exposure to the urban environment

Easily maintained

Slip resistance



HOW TO DESIGN A PARKLET

ACCESSIBILITY

Parklets are publicly accessible and open to all.

To accommodate those in wheel chairs, walkers, and strollers, parklets must be in compliance with The American's with Disabilities Act (ADA).

(www.ada.gov)



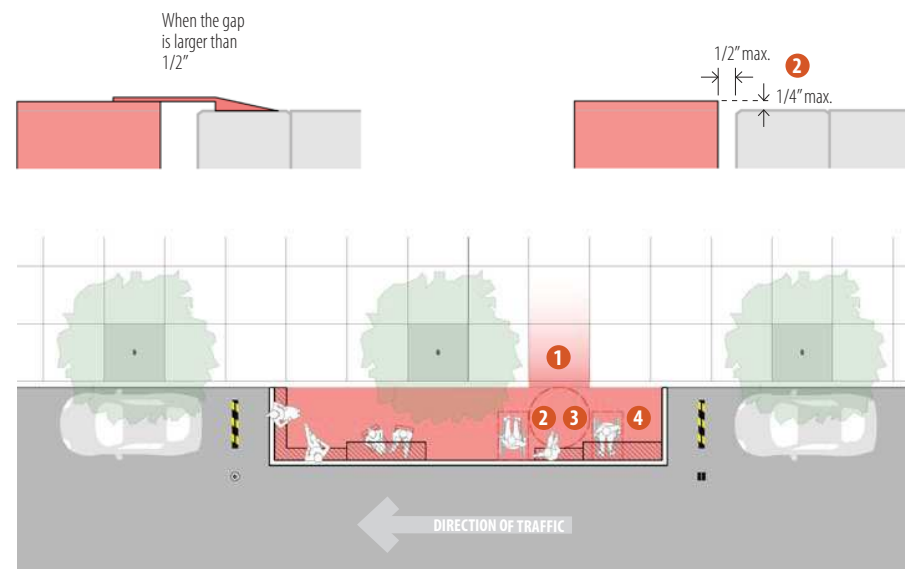
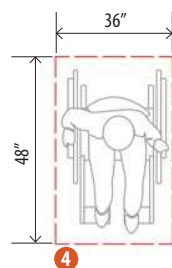
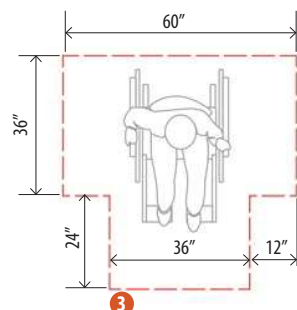
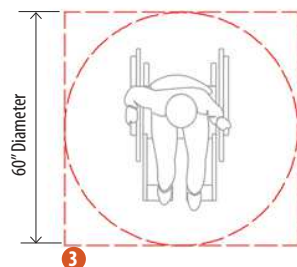
1 ACCESSIBLE ENTRY: Incorporate at least one accessible entry point.

2 ACCESSIBLE PLATFORM SURFACE: The maximum vertical gap between the curb and parklet platform is 1/4". Level changes exceeding 1/4" may require a beveled edge or ramps.

3 WHEELCHAIR TURNING SPACE: Meet ADA requirements for turning movements.

4 WHEELCHAIR RESTING SPACE: Meet ADA requirements for resting space of wheelchair.

Please reference The American's with Disabilities Act Accessibility Guidelines, 2010 Standard (ADAAG) (www.ada.gov/2010ADAstandards_index.htm)



ACCESSIBLE ROUTE: An Accessible Route must connect the sidewalk to the Parklet Entry, Platform Surface, Wheelchair Turning Space and Wheelchair Resting Space.

The path must be a minimum of 36 inches wide on the sidewalk. The path shall not pass over tree wells with grates containing openings that permit the passage of a 1/2 inch diameter sphere.

ACCESSIBLE ENTRY: The Accessible Entry is where the Accessible Route crosses the threshold from the sidewalk to the Platform Surface. An ideal Parklet Entry should be located in an unobstructed area where there is the least amount of running slope along the sidewalk and curb. If a sloped entry is required, a minimum passage of 36 inches wide shall be maintained, and the running slope shall not exceed (1:20) 5%.

TERRACED OR MULTI-LEVEL PARKLETS: For parklets proposed on streets with grades that exceed 5%, a terraced parklet with two or more habitable platforms is acceptable. At least one of these terraces must be wheelchair accessible and provide equivalent seating, tables, and counter-top facilities to those found in other habitable terraces.

* The accessible terrace will require a wheelchair accessible entry from the sidewalk.

* Transitions between terrace levels may be achieved with a running slope not to exceed (1:20) 5%; steps or stairs.

BUILT-IN FURNISHINGS: Where tables, counters, or drink rails are provided, at least one of each feature should be wheelchair accessible.

* Dining surfaces - The tops of dining surfaces shall be 28 inches minimum and 34 inches maximum in height above the floor. A clear floor space positioned for forward approach along with knee and toe clearance shall be provided.

* Benches - Provide clear floor space positioned for parallel approach. Benches shall have seats 42 inches minimum in length, and 20 inches minimum and 24 inches maximum in depth. Height shall be 17 inches minimum and 19 inches maximum above the floor.