



Architectural Review Board

Staff Report (ID # 14360)

Report Type: Action Items **Meeting Date:** 5/5/2022

Summary Title: Permanent Parklet Program Discussion and Direction

Title: Staff Recommend That the Architectural Review Board (ARB) Consider, Provide Feedback or Changes, and Recommend Approval of the Proposed Permanent Parklet Program Design Standards to the City Council.

From: Jonathan Lait

Recommendation

Staff recommend that the Architectural Review Board (ARB) take the following action(s):

1. Consider, provide feedback or changes, and recommend approval of the proposed permanent parklet program design standards to the City Council.

Report Summary

In 2020, Palo Alto joined cities throughout the Bay Area—and indeed the nation—by expanding opportunities for outdoor dining in response to the COVID-19 pandemic, including a pilot parklet program. On April 19, 2021,¹ the Council directed staff to “Develop a permanent parklet program with the input of the Architectural Review Board.”

This report presents the draft permanent parklet standards (Attachment A) and specifically solicits the ARB’s feedback on the aesthetic and design aspects of the standards.

¹ Full motion: “MOTION AS AMENDED RESTATED: Council Member Cormack moved, seconded by Vice Mayor Burt to: A. Extend the City Manager’s authority to close portions of University Avenue and certain intersecting streets, and to close portions of California Avenue and certain intersecting streets as part of Uplift Local to October 31, 2021; i. Consider providing performance space; B. Direct Staff to return with a Resolution extending temporary parklets to December 31, 2021; C. Develop a permanent parklet program with the input of the Architectural Review Board; D. Direct Staff to review and pursue additional measures to support businesses negatively impacted by the current program; and E. Request Staff to coordinate impacts of construction projects in the California Avenue and Downtown areas with street closures, an continue communicating with residents and businesses.” Minutes: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/2021/04-19-21-ccm-action-minutes.pdf>

While this is agendaized as an action item, staff anticipate a robust dialogue and feedback. The ARB may wish to provide direction and have staff return with revisions at a second hearing if a recommendation cannot be attained. Staff are seeking additional time from the City Council to further develop the permanent parklet standards. Council will consider the request for additional time on May 9, 2022. If that is granted, staff will have ample time for further work with the ARB on refining and finalizing the parklet standards.

Background

Parklets During and After the Pandemic

Throughout the United States outdoor dining became an important aspect of life during the COVID 19 pandemic. For many restaurants, offering outdoor dining allowed them to remain open and endure the pandemic. For customers, particularly in California and the Bay Area, outdoor dining became a way to enjoy the company of others with decreased risk of spreading COVID. Palo Alto, like many cities, allowed parklets for the very first time in order to aid local businesses and provide a place for residents to gather.

Parklets, along with closed streets, have been beloved by many Palo Alto residents—with the Council receiving thousands of emails of support over the last two years. Further restaurateurs have noted the positive impact of parklets, particularly when patrons are reluctant to dine indoors.

Legislative History

On June 23, 2020, the City Council adopted Ordinance No. 5500, which temporarily permitted businesses, such as restaurants, retail, and personal services to operate outdoors on both public and private property in lieu of normal zoning and parking requirements.

Ordinance 5500 was adopted as an emergency ordinance based, in part, on the presence of restrictions prohibiting many indoor business operations due to the COVID-19 pandemic and associated Public Health guidelines.² At the same time, the City Council approved Resolution 9909, which provided additional implementation guidelines for the pilot parklet program.

On April 19, 2021, the City Council directed staff to develop a permanent parklet program and directed staff to draft a resolution extending the pilot parklet program to December 31, 2021. That ordinance passed on June 22, 2021. On September 13, 2021, the program was extended again to a new sunset date of June 30, 2022.³

On May 9, 2022, City Council will receive an update regarding progress to date on development of the permanent program. In addition, Council will consider extending the temporary program

² Adopted by Palo Alto City Council on June 23, 2020; <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/reports/city-manager-reports-cmrs/year-archive/2020/id-11439.pdf>.

³ Staff report: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/2021/09-september/20210913/20210913pccsm-amended-linked-final-council-qa.pdf>

to December 31, 2022, to allow time for the further refinement and development of the permanent program. At this time, staff also anticipate additional direction from Council on the overall program, such as operations, fees, and lease charges.

Pilot Parklet Guidelines

The pilot parklet guidelines⁴ were developed focused on reducing risk and maximizing safety for parklet patrons, motorists, and pedestrians. Due to the emergency nature of their development, aesthetic considerations were not included.

While expedient, the design and subsequent implementation of the pilot guidelines has led to a plethora of parklet designs and operations. Some have pejoratively referred to our current parklets as “carnival” like, due to the mix of designs and variety in quality. In addition, compliance with the guidelines has varied greatly between permit holders, with a variety of conditions existing. Staff continue to document and provide notices of violations to permit holders; though compliance and corrections remain challenging.

Discussion:

This section first reviews some key components of parklets then provides the specific design standards. These standards have been pulled out of the full draft standards and consolidated into this report to aid in review of the standards. The full standards are also attached (Attachment A).

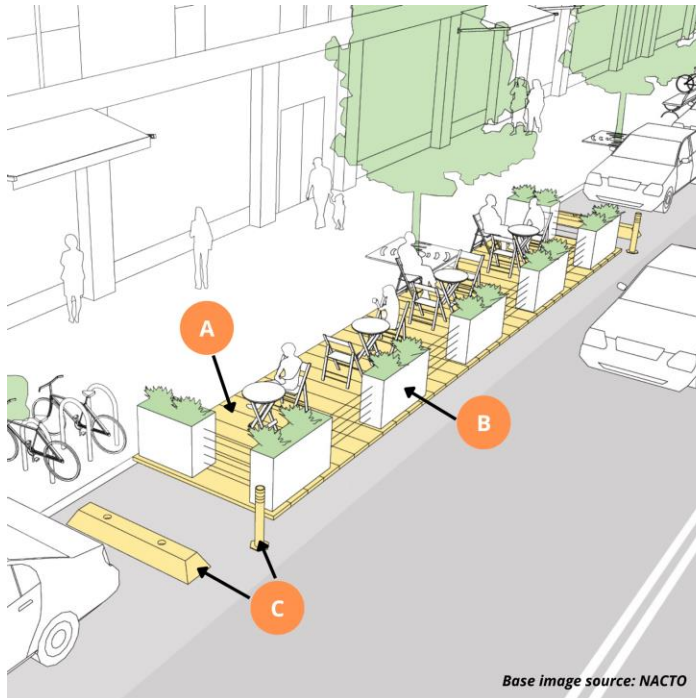
Parklets 101:

A parklet acts as an extension of the pedestrian right of way, typically utilizing one to three parking spaces for public or private use. In Palo Alto specifically, parklets are and will continue to be permitted for legally existing restaurants on streets with a speed limit of 25 miles per hour (mph) or lower.

Parklets consist of the following components:

- A. Platform
- B. Enclosure
- C. Traffic Safety Features

⁴ Pilot Parklet Guidelines: <https://www.cityofpaloalto.org/files/assets/public/city-manager/communications-office/uplift-local/updated-parklet-guidelines-3.17.2022.pdf>

**A**

Platform - at grade with the sidewalk to create a seamless transition.

B

Enclosure - Physical barrier separating parklet area from travel lane.

C

Traffic Safety Features- 'Wheel Stop' between adjacent parking spaces and 'Reflective Delineators' visible from the travel lane.

In addition to the three primary components, parklets can also include:

- Roofs
- Lighting
- Umbrellas
- Landscaping

Some examples of parklet features are provided below:

City of Palo Alto



With these different features in mind, the following design standards have been developed in order to provide objective guidance for parklet applications that apply under the proposed permanent program.

The standards below will be integrated with the safety standards in order to have a more streamlined and easier to navigate document. They have been pulled and itemized here for ease of review and more focused feedback.

Proposed Design Standards for Permanent Parklet Program:

As part of the transition to a permanent program, staff has proposed changes and updates to both the safety and design standards for parklets. Staff have crafted these recommendations based on experience of over 60 parklets that exist throughout Palo Alto and after reviewing permanent parklet programs in other cities (Attachment D). Staff carefully considered of how to balance safety, aesthetics, the public realm, the needs of local businesses and the public.

At present, staff propose that parklet permits remain the purview of the Public Works Department. Applications are proposed to be reviewed and approved ministerially, in consultation and coordination with responsive departments.

As noted, the standards below impact the aesthetic design of parklets. There are many other standards that are proposed to ensure the safety of patrons, motorists, pedestrians, and

others. The safety and aesthetic considerations are intertwined; adjustments to safety standards may in turn change the look and feel of the parklet, and changes to the design may lead to changes in safety standards. Throughout the discussion, staff will be available to tease out the interplay and answer questions that the ARB may have.

Platform:

1. Platform decking materials shall be of one consistent material and be of a neutral tone such as natural or stained wood or painted brown, black, beige, or other earth tones.
2. Parklets shall utilize outdoor grade reflective tape to mark changes in grade.

Enclosure

1. Enclosure materials must be high-quality, durable, and non-reflective including but not limited to hardwood, steel, concrete planters, etc.
 - a. Materials that are not permitted: Aluminum, particle board, and vinyl.
2. The enclosure must be constructed of a neutral tone such as natural or stained wood, or painted brown, black, beige, or other earth tones, or be made of steel, iron (wrought or cast), or other non-reflective, all-weather proofed metals.
3. Street facing colors used on the exterior of enclosure must be matte-finish paint or opaque stain.
4. Parklets shall integrate and/or incorporate vegetation into the enclosure (edge treatment) at least every six (6) feet.

Roofs:

1. Rooftop material may be of plywood sheathing, polycarbonate sheets, or sheet metal. Roof framing maybe of one neutral tone such as natural or stained wood, or painted brown, black, beige, or other earth tones.
2. Fabric roofing is not allowed.
3. Roof material may be a solid uniform material or open construction (i.e., trellis, pergola, etc.)

Color:

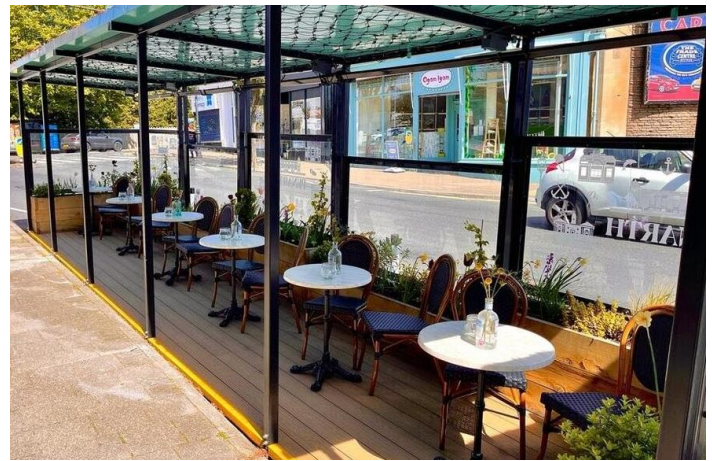
1. Platform decking, parklet enclosure, and roof (if applicable) are to be of neutral tones such as natural or stained wood or painted brown, black, or beige or other earth tones.
2. All other aspects of the parklet (excluding platform decking, parklet enclosure, and roof) shall propose no more than three solid colors total for any street furniture, umbrellas, planters, etc.
3. If the parklet platform decking, enclosure, and/or roof are not neutrally or naturally colored (see item 1 under Color), then the parklet may have only 2 additional colors for furniture, umbrellas, and planters. This is to ensure that a moderate number of colors are present at the parklet while allowing painting of enclosures, decking, and/or rooves.
4. Parklet design and materials shall match the colors, textures, and design of the accompanying business storefront.

Signage:

1. Parklet signage is limited to six (6) square feet and shall be limited to the name of the business.
2. Signage shall be of non-reflective, non-illuminated letters no taller than 15' - 18' inches.
3. Businesses are permitted one (1) parklet sign total.
4. Signs must be affixed to the outer most portion of the parklet enclosure no higher than 36" from the street grade.
5. No form of advertising is permitted to be painted or mounted on any surface or area of the parklet.

Furniture:

1. Street furniture including tables, chairs, benches, etc. shall be all-weather, sturdy, and of a high-quality material.



Landscape and Plants:

1. Vegetation shall be comprised of native, low-water use, and drought tolerant plants.
2. No plants shall have thorns, spikes, or sharp edges.
3. Poisonous or invasive plants are not permitted.

Umbrellas:

1. Permitted Umbrella Types
 - a. Table Umbrella
 - b. Tilting Umbrella
 - c. Off-set/ Cantilever Umbrella
2. No portion of an umbrella shall extend beyond the edge and/or enclosure of the parklet on any side.
3. No umbrella shall obstruct the view from the street between three (3) and eight (8) feet, measured from the street, from any side.

Lighting:

1. The following types of lighting and fixtures are permitted:
 - a. String lights;

- b. Solar powered and/or rechargeable battery powered table lights; and
 - c. Overhead light fixtures for parklets with roofs.
- 2. Lighting must be LED only.
- 3. Lighting shall be of the lowest intensity and energy use adequate for its purpose and be designed to focus illumination downward to avoid excessive illumination above the light fixture.
 - a. Overhead lights or pendants shall be shielded on the sides to focus light downward.
- 4. Applicants interested in lighting should consider solar-powered lighting that use a rechargeable battery.

Heaters:

- 1. Heaters affixed to parklet roofs must be hidden from street view to the extent feasible.

Analysis

This section reviews some key considerations that the ARB may respond to in its discussion and deliberations. Taken together, these considerations help shape the City's approach to parklets and defining their role in the built environment of Palo Alto.

Public, Semi-public, or Private

Parklets create a unique semi-public space where patrons of a restaurant can enjoy food and drink outdoors. Located in a public on-street parking space, these areas are also semi-private as they do require patronage of a restaurant; inherently limiting the use of the space. Yet due to the porous nature of parklets, the connection between the patrons and pedestrians and others enjoying the public realm is greater than the connection between patrons seated indoors. In terms of urban design, parklets provide visual interest, a sense of connection, a place to see and be seen, and overall create a more engaging experience of the public realm.

In order to reap these benefits, staff proposes standards that maintain a sense of openness. This openness manifests as limiting the enclosure height to 42", measured from the surface of the roadway. Above that height, there are no structures allowed, except for posts to support roofing if the parklet has a roof. No sidewalls area allowed above that height.

Erection of solid sidewalls above 42" impedes safety and also creates a more enclosed and more private space. For safety reasons, traffic engineering does not support solid sidewalls. Further, solid sidewalls would create an almost totally private and mostly "in-door" space, which is not the intent of the parklet program.

This is a departure from the pilot parklet program and some conditions currently in the field. Clear side coverings—not solid walls—are allowed under the pilot program. This allows for some protection from the elements for patrons while also creating a context in which the parklet remains semi-private. It also provides the visibility required for safety. Business owners

are concerned about being able to use sidewalls to aid in temperature control—heating and shading for cooling. Controlling the climate, however, is an inherent challenge when providing outdoor dining options. It may be, that as the pandemic truly wanes, patrons desiring a certain climate will need to choose to dine indoors while the outdoor environment has greater temperature variation

Some, however, may find the aesthetic of the clear plastic or other clear material unattractive. Further, some restaurants may prefer a sturdier barrier, such as plexiglass or other stronger clear material.

The staff seeks ARB feedback on how to balance the semi-public nature of parklets with the desires of restaurateurs to provide comfort for patrons. The ARB may find soft side walls (plastic or other soft, clear material) or hard clear sidewalls acceptable, may recommend some materials over others, or may not support side coverings of any kind.

Uniformity vs. Flexibility in Color and Materials

The draft standards attempt to strike a balance between allowing for expression of a business's brand while limiting the total amount of colors on a parklet. To do this, the proposed standards encourage the use of natural and stained wood, black, beige, brown, and other earth tones. In addition to these neutral colors, parklets may include up to three additional colors. These colors would apply to furniture, enclosures, umbrellas, paint, etc. The colors should be an extension of the business's branding and storefront colors.

There is general support among businesses and the public for having a more cohesive design approach to parklets, while also understanding the parklets will not be uniform. Staff seek ARB's feedback on the above approach to allowing expression while promoting more neutral color schemes.

Likewise, staff seek ways to ensure that parklets are made of high-quality materials. To achieve, this, certain materials have been prohibited. Some materials have been used to illustrate what high quality materials are, yet do not prescribe that only certain materials may be used. This includes materials for the platform, enclosure, and for furniture and furnishings. ARB may provide more guidance on how to encourage, describe, and define high quality materials. There may also be additional materials that should be prohibited. Staff seeks the ARB's guidance so that parklet are high quality, durable, and truly add to the public realm.

Plants & Vegetation

The proposed standards require vegetation and plantings as part of the parklets to enhance the public realm. The standards state: Parklets shall integrate and/or incorporate vegetation into the enclosure (edge treatment) at least every six (6) feet. Staff support this enhancement to soften the public realm. It has been noted, however, that every parklet operator may not be adept at maintaining plantings and that planters can accumulate trash. Staff seeks the ARB's feedback on the appropriateness of requiring plantings and vegetation.

Additional Topics

While the above topics are areas where staff seeks ARB guidance, the ARB is welcome and encouraged to discuss additional aspects of parklet design.

Peer Cities

Review of peer city jurisdictions have provided an initial framework for the type and level of standards proposed for the City of Palo Alto. In general, most cities that have transitioned to permanent parklet programs do not have heavily prescriptive design standards, focusing the majority of standards on standards for safety. An exception to this trend is the Town of Los Gatos which has three pre-approved designs approved for applicants to choose between, however, this program is still considered temporary.

A summary of standards from peer cities is attached (Attachment B).

Zoning Compliance⁵

The permanent parklet program and the associated parklet permit will be managed and overseen by the City of Palo Alto Public Works department as this program addresses space within the public right-of-way. The permit will be routed to other departments (i.e., building, transportation, etc.) as needed for review.

As mentioned above, the parklet program is and will be available to any lawfully existing restaurant use on a street with a speed limit of 25 miles per hour or lower. All proposed guidelines are consistent with comparable zoning standards for this use and intensities.

Consistency with the Comprehensive Plan, Area Plans and Guidelines⁶

The Comprehensive Plan includes Goals, Policies, and Programs that guide the physical form of the City. The Comprehensive Plan provides the basis for the City's development regulations and is used by City staff to regulate building and development and make recommendations on projects. Further, ARB Finding #1 requires that the design be consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan.

On balance, this project and set of design guidelines is consistent with the policies in the Comprehensive Plan and therefore fulfills the goals of the Plan as well. The permanent parklet program supports the following major themes of the comprehensive plan: maintaining and enhancing community character, reducing reliance on the automobile, and meeting residential and commercial needs.

Below are some of the Comprehensive Plan goals and policies that support the development of parklets and provide guidance for how they might support the achievement of Comprehensive Plan goals. When the Comp Plan was developed and adopted, parklets were

⁵ The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

⁶ The Palo Alto Comprehensive Plan is available online: <http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp>

not allowed in Palo Alto and may not have been imagined. So, there are not direct goals or policies that speak to creating parklets, but there are tangential areas.

- GOAL L-1 A compact and resilient city providing residents and visitors with attractive neighborhoods, workplaces, shopping districts, public facilities and open spaces
- GOAL L-4 Inviting pedestrian scale centers that offer a variety of retail and commercial services and provide focal points and community gathering places for the city's residential neighborhoods and employment districts.
- GOAL L-4 Inviting pedestrian scale centers that offer a variety of retail and commercial services and provide focal points and community gathering places for the city's residential neighborhoods and employment districts.
 - Program L4.4.1 Study the feasibility of using public and private funds to provide and maintain landscaping and public spaces such as parks, plazas, sidewalks and public art within commercial areas.
 - Policy L-4.7 Maintain and enhance the University Avenue/Downtown area as a major commercial center of the City, with a mix of commercial, civic, cultural, recreational and residential uses. Promote quality design that recognizes the regional and historical importance of the area and reinforces its pedestrian character.
 - Policy L-4.8 Ensure that University Avenue/Downtown is pedestrian-friendly and supports bicycle use. Use public art, trees, bicycle racks and other amenities to create an environment that is inviting to pedestrians and bicyclists
- GOAL L-6 Well-designed buildings that create coherent development patterns and enhance city streets and public spaces.
 - Policy L-6.1 Promote high-quality design and site planning that is compatible with surrounding development and public spaces.
 - Policy L-6.6 Design buildings to complement streets and public spaces; to promote personal safety, public health and well-being; and to enhance a sense of community safety.

Multi-Modal Access & Parking

Pending further review, comment by the public, and approval by City Council, permanent parklet permits will be initially assessed during an open application review period with a set deadline. Once the deadline closes, all applications will be reviewed holistically in order to

determine potential impact on loading zones and/or public amenities such as bike racks, street furniture, etc. The implementation of the permanent parklet program will create a small reduction in the overall number of on-street parking spaces, however, it will not reduce required loading zone spaces and currently existing public amenities.

Environmental Review

Staff will determine the required CEQA analysis of the permanent parklet program going forward as part of the Council's future actions.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper at least ten days in advance. Notice of a public hearing for this project was published in the *Daily Post* on April 22, which is 13 days in advance of the meeting.

In addition to public notification required by the Palo Alto Municipal Code, staff conducted outreach with local businesses to obtain feedback on the proposed standards. A focus group and survey are underway, but analysis is not ready for publication. Staff will provide an update on the survey and focus group results as part of the presentation on May 5, 2022.

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Attachments:

- Attachment A: Draft Permanent Parklet Standards (PDF)
- Attachment B - Review Of Peer City Standards (PDF)

⁷ Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org

DRAFT PALO ALTO PERMANENT PARKLETS PROGRAM

I. Introduction

The City of Palo Alto has developed a Permanent Parklet Program that will allow for parklet installations in eligible areas of Palo Alto.

The following standards outline the requirements for parklet installation including, location, materials, and design. The City of Palo Alto will review all parklet permit applications and will only approve parklets that are able to meet the standards. Due to the unique circumstances of each proposed parklet location, some parklets may require additional review by key departments (as outlined).

All parklets—including installations previously installed under the pilot parklet program—will require a new Permanent Parklet Permit from the City of Palo Alto. Application requirements are outlined in Section IV (A) Submittal Requirements.

II. Glossary

Due to the unique design and placement of parklets, there are several terms with distinct meanings that should be understood in order to implement the standards.

1. Enclosure—Protective barrier that follows the parklet edge.
2. Parklet Edge—The outermost perimeter of parklet area (subtracting required setbacks).
3. Parklet Footprint—The total area within the parklet edge that can be utilized by a project applicant.
4. Platform—Base of the parklet that is at grade with the sidewalk.
5. Travel Lane—Portion of the street with active automobile traffic.

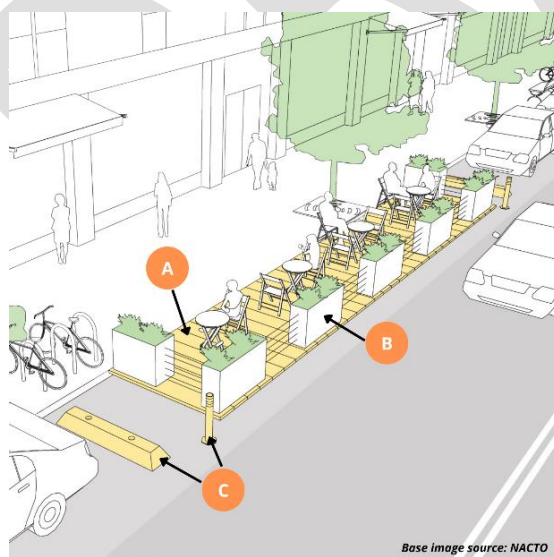


Figure 1: Key Terms

A

Platform - at grade with the sidewalk to create a seamless transition.

B

Enclosure - Physical barrier separating parklet area from travel lane.

C

Traffic Safety Features- 'Wheel Stop' between adjacent parking spaces and 'Reflective Delineators' visible from the travel lane.

III. Location and Setback Requirements

A. Location

The location of a parklet is dependent on the eligibility criteria, which varies based on the type of parking space a parklet will occupy (parallel parking spaces, angled spaces, and non-standard spaces).

1. Eligibility

- a. Parklets are only permitted on streets with speed limits of 25 mph or less.
- b. Parklets are generally permitted on streets with a running slope (grade) of five percent or less.
- c. Parklets cannot be installed in any portion of an existing travel lane at any time.
- d. When located near an intersection, parklets must be located at least 20 feet from the rear most boundary of a crosswalk at the nearest intersection of the street corner. Exceptions will be considered on a case-by-case basis.

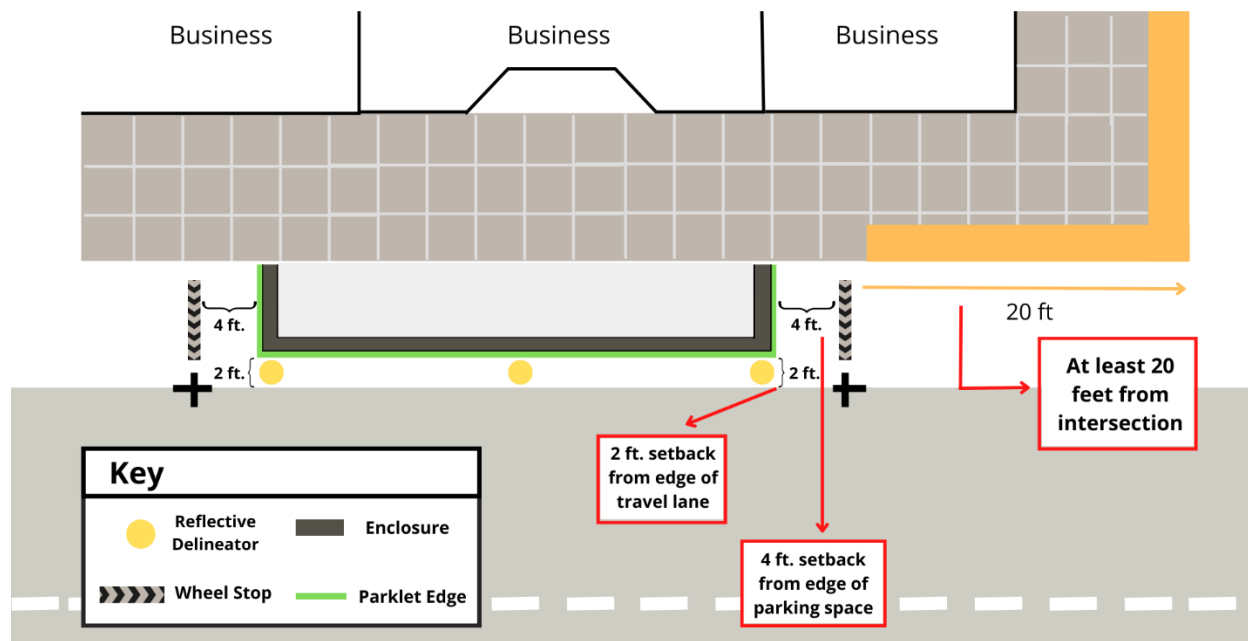


Figure 2: Dimensions of a Parallel Parking Space Parklet

2. Parallel Parking

- a. For parallel parking spaces, the parklet structure must be set back 48 inches (4 feet) from adjacent marked parking spaces.
- b. It is recommended, though not required, that a parklet consist of at least two contiguous parallel parking spaces.
- c. A parklet's outer edge shall be 2 feet back from the outer edge of the parking space it occupies. For all parallel parking spaces located on public streets within the City of Palo Alto, this shall be 2 feet from the exterior edge (closest to traffic) of marked parking T's. This is shown in Figure A.

- d. These 2 feet shall be kept clear at all times. The only objects which shall lawfully occupy this space are reflective delineator posts, or their equal.
- e. Parallel parking spaces typically measure 8 feet wide by 20 feet long. Given the above mentioned 2 feet offset from the outer edge of the parking space, and the 4-foot setbacks creating buffer space for wheel stops (if no tree wells are present on the adjacent areas), the dimensions of a parklet in one parking space would be 6 feet wide x 12 feet long. (Figure A). If the existing parking stall width is less than 8 (eight) feet, the parklet shall be 2 feet less than the parking stall width.
- f. Parallel parking space measurements may vary across the City of Palo Alto. As a result of this variation, some parklets may measure less than 6 feet wide.
- g. Variations notwithstanding, in no case shall a parklet be placed within the 2-foot area measured from the outer edge of the parking space.

3. Angle Parking Spaces

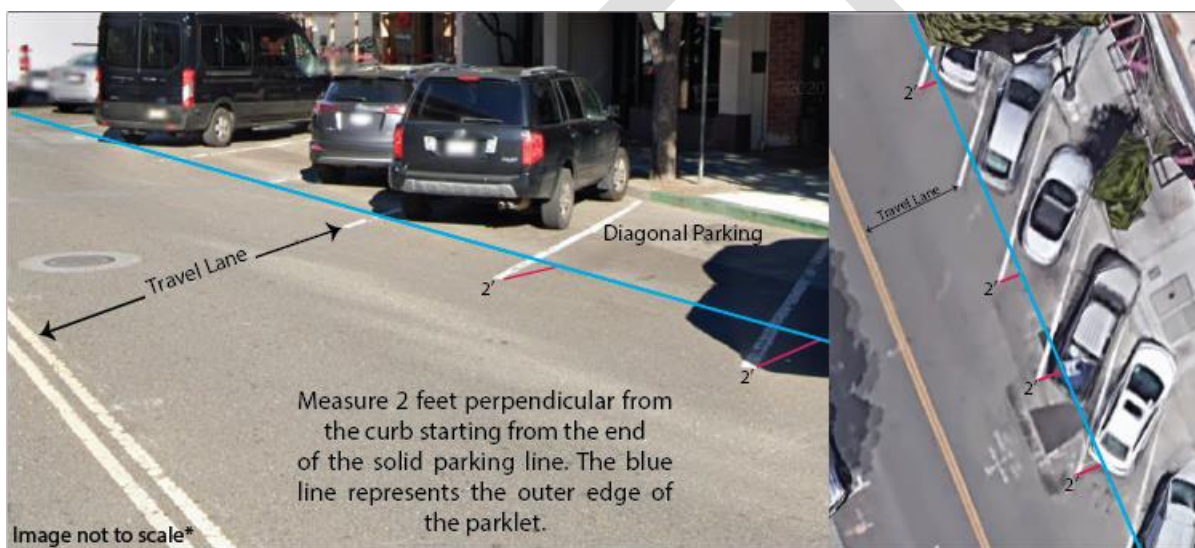


Figure 3: Angle Parking Space Parklet Dimensions

- 1. A parklet in an angle parking space shall consist of at least two contiguous angled parking spaces.
- 2. A parklet's outer edge shall be 2 feet back from the outer edge of the existing angled parking space. For angled parking spaces located on public streets within the City of Palo Alto, this shall be 2 feet from the exterior edge (closest to traffic) of the marked parking stall. This is shown in Figure B.

3. Offset from neighboring parallel space may be need?

4. Non-Standard Spaces

- 1. A non-standard parking space is an angle or parallel space that does not meet the City of Palo Alto's standard width or length for parking spaces. For parallel parking spaces, the standard dimensions are _____. For angle parking spaces, standard dimensions are _____.
- 2. A parklet proposed in angled parking spaces that do not meet the City of Palo Alto's

standard depth for angle parking spaces may only be eligible for parallel parking space parklets. Office of Transportation staff, in partnership with Public Works, will review plans for such sites; this may include a site visit. The additional review will help maximize the parklet while maintaining an adequate travel lane.

3. For diagonal and perpendicular parking spaces, the edge of the parklet structure must be set back 36 inches from the adjacent parking space on either side. (This applies to all angle parking spaces along University Avenue as nearly all are substandard).
4. In the event a restricted area (i.e., loading zone) is being proposed to be used as space for a parklet, the applicant shall consider the relocation of this restricted area as part of their design and work with OOT prior to application submittal to determine relocation placement.

B. Parklet Setbacks

5. *Adjacent Setbacks*

- a. All parklets are required to include 4-foot setbacks from adjacent on-street parking spaces. This setback shall be delineated by a concrete wheel stop affixed to the street (see 'Traffic Safety' below).
- b. All parklets are required to include 2-foot setback from adjacent driveways.
- c. The parklet shall be set back at least 9 feet from the adjacent building(s) with no part of the parklet extending over the curb or sidewalk.
- d. Parklets are prohibited in front of active driveways, on street curves, or hills where horizontal or vertical sight-distance is a safety issue as determined by the Office of Transportation.

6. *Setback Area*

- a. The setback may not contain seating or any other objects.
- b. Neither the construction nor operation of the parklet shall interfere with, obstruct, or otherwise diminish the adjacent sidewalk and pedestrian path of travel.
- c. **All walkways and sidewalks shall maintain at least 8 (eight) feet clear, unobstructed path of travel.**
- d. If an 8 foot clear, unobstructed path of travel cannot be maintained, then sidewalk dining may not occur in conjunction with a parklet.

C. Other Location Criteria

1. *Proximity to Utilities and Public Facilities*

- a. Parklets must not block public utilities, bus stops, driveways, telecommunication vaults, or other in-ground infrastructure.
 - i. Parklets shall not be placed over gas main or gas services due to potential hazards.
- b. Parklets located next to alleys must be set back 5 (five) feet from the outside edge of the driveway as measured from the curb face/gutter flowline.
- c. Parklets shall be placed no closer than 50 feet from a bus stop loading zone.
- d. Parklets shall be placed no closer than 15 feet from fire hydrants.

- e. Parklets shall be placed no closer than 5 feet from manhole covers to allow for maintenance access.
- f. Parklets shall be placed no closer than 5 feet from a storm drain catch basin in each direction. Parklet construction and design must allow access to the catch basin and shall not obstruct catch basin.
- g. In the event that a parklet location is in conflict with public infrastructure (i.e., public signage, benches, etc.) the applicant shall work with the Office of Public Works and/or Office of Transportation prior to submittal to determine relocation.

2. *Fire Safety*

- a. No portion of the parklet or associated seating shall block FDC or associated equipment.
- b. Business address shall be visible from the street and cannot be fully obstructed by the parklet and associated materials.

3. *Street Trees*

- a. Any portion of the proposed parklet must maintain the following clearances from existing street trees:
- b. Horizontal clearance equal to a two-foot radius around the tree well.
- c. Vertical clearance of 3 feet measured from the highest point of the parklet (if proposing a parklet with a roof).
- d. At no time shall there be materials placed in the tree well area or within City planters.

4. *Bike Facilities*

- c. Bicycle racks or other bicycle facilities shall not be removed, made unusable, or otherwise disturbed or obstructed by the construction of a parklet.
 - i. Any parklet design that proposes such disruption shall require review by and approval of the Office of Transportation.
- d. Applicants are encouraged to incorporate bike parking into their parklet design.

5. *Accessibility*

- 1. The sidewalk and parklet path of travel must comply with the appropriate Americans with Disabilities Act (ADA) and California Building Code (CBC) chapter 11B accessibility provisions.
- 2. The parklet path of travel must comply with CBC chapter 10 exiting requirements.

IV. **Parklet Design**

The following guidelines describe both the safety and design requirements for parklet applications including standards for:

- Platform
- Enclosure
- Traffic Safety
- Furnishings & Fixtures

A. **Platform**

1. *Structural*

- a. Parklets shall be constructed with quality materials and shall be of natural durable wood (such as redwood, cedar, etc.), preservative treated wood, or other engineered material suitable for exterior conditions.
- b. The parklet platform must support 100 pounds per square foot of live load.
- c. All fastening hardware and fasteners adjacent to and into preservative treated wood must be hot-dipped zinc coated galvanized steel, stainless steel, silicon bronze, or copper.

2. Drainage & Ventilation

- a. The underside of the platform shall be constructed to allow for seasonal drainage.
- b. Adequate cross ventilation shall be installed to allow for the surface to dry within 12 –24 hours.
- c. Openings under the platform shall be screened with corrosion-resistant material with a maximum one quarter inch mesh.
- d. Parklets shall not impede the flow of curbside drainage. The parklet design shall include a 4-1/2"x 8" clearance from sidewalk curb along the entire length of the parklet. Openings at either end of the parklet shall be covered with screens to prevent debris buildup beneath the parklet and in the gutter. The closure 2x decking can be removable for easy access for under platform inspection as needed. See Figure 4 for suggested platform attachment design details.

3. Platform Attachment

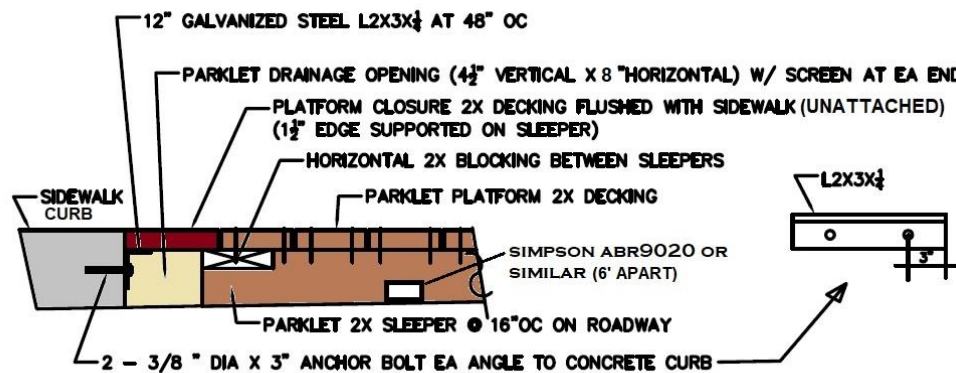


Figure 4: Suggested Platform Attachment Design

[Note: Figure 4 is subject to changes based on discussions with Building and Public Works departments. This image is illustrative only.]

- a. The parklet shall be anchored to the City street and/or curb. Any anchoring proposed into the public street will require USA markings and additional staff review. Platform system shall be anchored at maximum 6'-0 apart in each direction to the roadway to avoid movement during an earthquake. See Figure 4 above.
- b. The anchor shall be installed perpendicular to the curb.
- c. The manner of anchoring shall be through a pre-drilled hole into the curb and a concrete anchor bolt.
- d. Limit anchoring to 6-12 inches embedment.

4. Roofs

- a. Structural
 - i. Complete roof framing plan, which includes horizontal and vertical bracing, is required

to be submitted with structural calculations. A civil and/or structural engineer shall sign the plan and associated calculations.

- ii. All connector hardware and fasteners shall be resistant to corrosion and listed as compatible to the framing material.
 - iii. Roof may be a solid uniform material or open construction (i.e., trellis, pergola, etc.)
 - iv. Roofs shall not be attached or connected to a building.
 - v. Roof shall slope toward the street to ensure rainwater drains into the street.
 - vi. Gutters and rain leaders are required.
 - vii. Roofs shall not extend over the public sidewalk.
 - viii. Roof's outer edges along the travel lane may extend 6 inches beyond parklet footprint at 8 feet or above to allow for attachment of the rain leaders and gutters only.
- b. Height
- i. The roof shall be a minimum height of 9 feet, but no taller than 12 feet, as measured from the platform grade.
- c. Materials
- i. Rooftop material may be of plywood sheathing, polycarbonate sheets, or sheet metal. Roof framing may be of one neutral tone such as natural or stained wood, or painted brown, black, beige, or other earth tones.
 - ii. Fabric roofing is not allowed.
 - iii. Roof material may be a solid uniform material or open construction (i.e., trellis, pergola, etc.)
 - iv. All exposed wood is required to be treated for exposure to weather.

5. Design

- a. Platform decking materials shall be of one consistent material and be of a neutral tone such as natural or stained wood or painted brown, black, beige, or other earth tones.

6. Accessibility

- a. The parklet shall comply with the Americans with Disabilities Act (ADA).
- b. The surface of the parklet platform must be flush with the adjacent sidewalk with a maximum gap of one quarter inch and one quarter inch vertical tolerance.
- c. A minimum 4-foot-wide accessible path of travel and 5-foot diameter turnaround space must be maintained within the parklet.
- d. Any abrupt changes in elevation exceeding 4 inches along an accessible path of travel shall be identified by 6-inch-tall warning curbs.

B. Enclosures

1. Dimensions & Load

- a. Parklets are required to include a continuous barrier along the parklet edge to bolster parklet user safety. The barrier shall be located on the outermost edge of the platform on all sides adjacent to the travel lane and the parklet ends. The sidewalk edge of the parklet may be enclosed or open.
- b. This continuous enclosure shall include a periodic barrier, which may be planters or other heavy material, along the parklet edge, and when filled with soil, sand, water, or concrete weighs 500 lbs. along the edge perpendicular to traffic and spaced at least every 6 feet along the parklet edge parallel to traffic.

- c. The periodic barrier shall measure at least **XX [still under deliberation, to be determined]** in width, and a height no shorter than 36 inches and no higher than 42 inches measured from the street level.
- d. The enclosure must comply with the California Building Code for guardrails, this includes but is not limited to guardrail gaps (smaller than a 4 inch sphere) and height (42 inches).

2. Design

- a. Enclosure materials must be high-quality, durable, and non-reflective including but not limited to hardwood, steel, concrete planters, etc.
 - a. Materials that are not permitted: Aluminum, particle board, and vinyl.
- b. The continuous enclosure must be a neutral tone such as natural or stained wood, or painted brown, black, beige, or other earth tones, or be made of steel, iron (wrought or cast), or other non-reflective, all-weather proofed metals.
- c. Street facing colors used on the exterior of enclosure must be matte-finish paint or opaque stain.
- d. Parklets shall integrate and/or incorporate vegetation into the enclosure (edge treatment) at least every six (6) feet.
 - a. The height of any plants contained within planters in setback or planters serving as a parklet platform enclosure shall not exceed 6".
 - b. Plant material shall not impede or hinder pedestrian and vehicular visibility.
 - c. No plants shall have thorns, spikes, or sharp edges.
 - d. Poisonous or invasive plants are not permitted.



Figures above illustrate compliant examples of a parklet enclosure.

C. Traffic Safety

1. Wheel Stops

- a. When a parklet is adjacent to active parallel parking spaces, a wheel stop must be installed. The wheel stop shall measure 3 feet long by 4 inches high. It shall be constructed of concrete or rubber.
- b. Affixing Wheel Stops
 - i. Drilled-in Wheel stops: A permittee will need USA clearance to anchor a wheel stop into the road.
- c. Location
 - i. The wheel stop shall be placed one foot from the curb at the edge of the front parking space.

- ii. A wheel stop shall be placed one foot from the curb at the edge of the rear parking space.
- iii. Wheel stops shall be placed four feet from the parklet structure.
- d. Exceptions
 - i. Parklets extending the length between two in-street tree wells, as on University Avenue, may omit wheel stops.



Figure 5: Wheel Stop

2. *Reflective Delineators*

- a. The parklet shall include installation of the California Manual of Uniform Traffic Control Devices (MUTCD) approved delineator posts or flexible bollards.
- b. Location
 - i. Delineator posts shall be surface mounted to the roadway via epoxy and/or glue down methods unless approved otherwise.
 - ii. Reflective delineators must be installed at the outside corners of the parklet. The channelizers or posts must align with the end of the platform and not encroach on the travel lane.
 - iii. Additional delineators must be placed every 20 (twenty) feet in the 2 foot buffer zone along the lane of travel—but not in the lane of travel.
- c. Dimensions
 - i. Right side of travel lane - Delineators shall be 42 inches high and white with white reflective bands for use on the right side of a travel lane.
 - ii. Left side of travel lane – Delineators shall be 42 inches high and be white with yellow reflective bands if used on the left edge of a travel lane.
- d. Maintenance
 - i. Maintenance of the delineator posts shall be the responsibility of the Permit holder.
 - ii. Permittee shall replace any missing or damaged delineators within 24 hours of a delineator's failure or with 24 hours' notice from the City.

Examples of these devices are illustrated in Figures 6 and 7.



Figure 6: Reflective Delineator (Left Travel Lane)



Figure 7: Reflective Delineator (Right Travel Lane)

3. Travel Clearance

- a. Parklets shall provide a minimum 2-foot clearance from the edge of the travel lane (measured from the parking striping adjacent to the travel lane) to ensure safe separation from traffic.

D. Furnishings & Fixtures

1. Materials

- a. Parklet furnishings and fixtures must be high-quality, durable, and non-reflective including but not limited to: Hardwood, steel, concrete, etc.
 - i. Materials that are not permitted: Aluminum, particle board, and vinyl.
- b. Parklet design and materials shall match the colors, textures, and design of the accompanying business storefront.
- c. Parklets shall utilize outdoor grade reflective tape to mark changes in grade.

2. Power Supply

- a. Propane is not permitted to be used for heaters.
- b. Electrical power supply to the parklet, including receptacle outlets, shall comply with permanent wiring methods as outlined in the adopted California Electrical code.

- c. Applicants must apply and obtain the appropriate electrical permit with a maximum of one conduit per parklet.
- d. No power cords or conduits are allowed under the sidewalk. All electrical conduits shall be installed overhead, with a minimum height of 10 feet at the lowest point. Overhead conductors shall be properly sized and supported.
- e. Generators are not allowed in association with parklets.
- f. Parklet power source shall not be pulled from city sidewalk lighting or supported by trees.

3. *Heaters*

- a. Parklets without Roofs
 - i. Electric space heaters are permitted if they are an outdoor approved type, are located in accordance with the manufacturer's recommendations.
 - ii. Heaters must be placed at least 5 feet away from any combustible materials.
 - iii. Heaters may not be used or stored under a tent, canopy, or umbrella.
 - iv. A fire extinguisher is required to be mounted within sight and have appropriate signage per the Fire Code.
 - v. Heaters must maintain at least 6 feet of clearance from any portion of street tree.
- b. Parklets with Roofs
 - i. Any new electric circuits required for heating and lighting require an electrical permit from the Building Department (see 'Power Supply' above). Any electrical equipment must be listed and carry a product certificate for its intended use by a recognized electrical testing laboratory.
 - ii. Permanently mounted electric heaters must follow all manufacturer's instructions and applicable code requirements.
 - iii. A fire extinguisher is required to be mounted within sight and have appropriate signage per the Fire Code.

4. *Lighting*

- a. Outdoor lighting, such as decorative string lights are allowed if parklet permit holders can connect this lighting to a GFCI-protected branch circuit properly sized to accommodate the additional load.
- b. Listed exterior rated extension cords must be sized properly for the anticipated load and not create tripping hazards. Extension cords shall not extend over any part of the sidewalk at grade.
- c. Extension cords are not to be a substitute for permanent wiring.
- d. If utilized, extension cords shall be installed overhead with a minimum height of 10 feet at the lowest point. No cords can extend under the parklet floor or any floor coverings.
- e. The use of electrical adapters and power strips are prohibited. All lighting and extension cords must be rated for exterior use, listed, and carry a product certificate for its intended use by a recognized electrical testing laboratory.
- f. Lighting must be LED only.
- g. Lighting shall be limited to the parklet area and not encroach into any portion of the public sidewalk.
- h. Low Voltage Wiring (such as might be used for speakers, though please note amplified music is not allowed)
 - i. All low voltage wiring must be installed per the adopted California electrical code.

5. *Umbrellas*

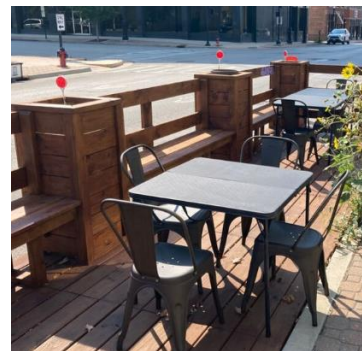
- a. Permitted Umbrella Types:
 - i. Table Umbrella
 - ii. Tilting Umbrella
 - iii. Off-set/ Cantilever Umbrella
- b. No portion of an umbrella shall extend beyond the edge and/or enclosure of the parklet on any side.
- c. No umbrella shall obstruct the view from the street between three (3) and eight (8) feet, measured from the street, from any side.

6. *Signage*

- a. Parklet signage is limited to six (6) square feet and shall be limited to the name of the business and shall be non-illuminated and non-reflective. Letters no taller than 15".
- b. Businesses are permitted one (1) sign on their parklet, total.
- c. Signs must be affixed to the outer most portion of the parklet enclosure no higher than 36" from the street grade.
- d. No form of advertising is permitted to be painted or mounted on any surface or area of the parklet.
- e. Any existing parking signs installed adjacent to the parklet must be covered with opaque plastic; such coverage or illegibility shall occur only in manners approved by the City of Palo Alto through its Department of Public Works and/or its Office of Transportation.

7. *Seating & Furniture*

- a. Accessibility
 - i. The establishment must provide 5% accessible seating for each type of seating provided (table, booth, etc.) or a minimum of 1 seat per type, whichever is greater, in an outdoor seating area where the slope is no greater than 2% in any direction.
 - ii. Such ADA accessible areas shall include a clear path of travel to the seating and a 60" diameter turnaround area.
 - iii. Such ADA accessible seating shall be provided at an accessible height which includes:
 - i. Table surface between 28 to 34 inches high.
 - ii. At least 27 inches of space from the floor to the bottom of the table.
 - iii. Knee clearance extends at least 19 inches under the table.
 - iv. Total clear floor area of 30 inches by 48 inches per seat.
 - iv. Such ADA accessible seating shall be of the same size and appearance as the establishment's other outdoor seating.
- b. Street Furniture
 - i. Street furniture including tables, chairs, benches, etc. shall be all-weather, and of a high-quality material.



Figures above illustrate street furniture examples.

8. *Landscape*

- a. Vegetation shall be comprised of native, low-water use, and drought tolerant plants.
- b. No plants shall have thorns, spikes, or sharp edges.
- c. Poisonous or invasive plants are not permitted.

V. Operational Standards

9. *Private Control*

Staff continue to develop language regarding the private control of this area under the terms of the permit.

10. *Alcohol Service*

- a. Parklets that serve alcoholic beverages shall include appropriate fencing or other barriers to delineate the space and adhere to Alcohol Beverage Control (ABC) regulations.
- b. All physical requirements of ABC should be reflected in the design submitted for review.
- c. **[Note: the following is still in discussion and a clear process is yet to be determined]** A Conditional Use Permit (CUP) Amendment is required to allow alcohol service at a parklet.
- d. A restaurant with existing CUP for alcohol service must submit an application to Planning and Development Services to amend the existing CUP to expand alcohol service to parklet.
- e. The CUP Amendment must be approved before alcohol service is allowed at a parklet.

11. *Site Maintenance*

- a. Parklets shall be maintained free of litter and debris.
- b. The parklet area and adjacent sidewalk shall be scrubbed and mopped to remove any food or drink stains on a daily basis by the permittee.

12. *Hours of Operation*

- a. The parklet shall adhere to the same approved hours of operation as the associated business.
- b. **Note:** In the CN or CS zone districts, a CUP is needed to operate/activities between the hours of 10:00 p.m. and 6:00 a.m. and approval conditions for operations during these hours are to ensure the operation is compatible with the abutting (or within 50 feet of) residential property.

VI. PERMIT APPLICATION REQUIREMENTS

A. Submittal Requirements

1. **Site Plan**—Site plan shall be drawn to scale on 11 x17 tabloid paper, include all pertinent dimensions and the following information:
 - a. Location of the business frontage
 - b. Dimensions of the parklet platform
 - c. ADA accessibility measurements
 - d. Setbacks from adjacent parking spaces and the adjacent traffic lane

- e. Locations of traffic protection improvements including wheel stops, reflective delineators, etc.
 - f. Location of public utilities including any manhole covers, gutter drains, fire hydrants, and FDCs, light poles, etc. (and distances to parklet)
 - g. Any adjacent installations on the sidewalk including parking meters, utility boxes, street signs, bike racks, street furniture, etc. (and distances to parklet)
 - h. Existing parking space striping
 - i. Crosswalks, bus stops, driveways (and distances to parklet)
 - j. Width of sidewalk
 - k. Planters (if applicable)
- 2. Elevations**
- a. Elevation drawing showing the following information:
 - b. Height and design of platform railings/guards or edge buffers
 - c. Height and design of roof (if applicable)
 - d. Heating, lighting, other electrical equipment
 - e. Power connection (show distance from ground to overhead wire)
 - f. Storm water drainage
 - g. Cross-section drawing of parklet
- 3. Construction Drawing/Calculation**
- a. Structural drawings
 - b. Structural calculations (if applying for parklet with roof)
 - c. heating, lighting, other electrical equipment
 - d. electrical power connection/source
- 4. Pictures of proposed site**—The application should include at least 3 photos showing existing built parklet, if applicable, the proposed parking space(s) converted into a parklet, adjacent sidewalk and store frontage
- 5. List of all materials and equipment proposed**
- a. Materials palette showing the following information:
 - i. Proposed materials for platform
 - ii. Proposed materials for railings or edge buffers
 - iii. Proposed furnishings
 - iv. Roof material (if applicable)
 - b. Equipment sheet including:
 - i. Image of equipment
 - ii. Any manufacturer instructions
 - c. Planters, including dimensions and weight.
 - d. Type of plants
- 6. Parklet Information:**
- a. Number of parking spaces requested
 - b. Perpendicular or angled spaces
 - c. Color of curb
 - d. Proposed use of parklet
 - e. Business hours of operation
 - f. Parklet Designer/ Architect/ Engineer/ Construction Firm contact (if applicable)
 - g. Signage (if applicable)
- 7. Business Information**
- a. Business Address

b. City of Palo Alto Business License Number

8. Business Owner Information

9. Property Owner Information (if different than applicant)

10. Insurance Documents

11. Letter(s) of Support - If the proposed parklet extends beyond the applicant's storefront, the applicant shall obtain letters of support from the neighboring ground-floor building owner(s) and tenant(s). **[Draft template to be provided, still being drafted by staff].**

12. Indemnity Acknowledgement

B. Failure to Maintain

A parklet sponsor who fails to properly and sufficiently maintain the cleanliness, safety, and accessibility of their parklet may be subject to violations and fines. If maintenance issues are not resolved, the City may revoke the encroachment permit and the parklet sponsor may be required by the City to remove the parklet at their own expense.

C. Utility Maintenance & Public Safety

Because a parklet may sit atop buried utilities, there may be instances where a parklet will need to be removed to access a utility beneath it. In the event of necessary utility maintenance or the unlikely event of a utility failure such as a gas leak or water main break that threatens public safety, the City or utility owner may remove parklets with little or no notice. Parklet sponsors are responsible for the cost of re-installing and restoring any damage to the parklet.

In instances of advanced notice (such as street repaving, planned maintenance, etc.), the parklet sponsor may need to remove and reinstall the parklet at their sole expense. If the sponsor cannot remove the parklet, the City will remove the parklet.

D. Parklet Removal

If for some reason the parklet sponsor decides no longer wants to maintain a parklet, the parklet sponsor is responsible for notifying the City and removing it at the parklet sponsors' own expense. Immediately upon removal the parklet area shall be cleaned and restored to its previous condition to the satisfaction of the City.

E. Permit Fees, Permit Charges, and Deposit

[Note: Fee methodology for annual or monthly leasing fee is still to be determined in addition to any resulting fee for ongoing program management].

Attachment B – Review of Peer City Parklet Standards

Review of peer city jurisdictions have provided an initial framework for the type and level of guidelines proposed for the City of Palo Alto. In general, most cities that have transitioned to permanent parklet programs do not have heavily prescriptive design guidelines, focusing the majority of guidelines on standards for safety.

The table below summarizes the full table provided in Attachment XX which details the jurisdictions reviewed and their standards for key topics.

JURISDICTION	PROGRAM TYPE	ENCLOSURE	COVERINGS	MATERIALS
Los Altos	Pilot Program/ Recommended guidelines for when Public Health orders lift	Have edge buffers that will enclose the space on all sides, except the sidewalk Dining area will be protected with 500-pound wine barrels maximum of 7.5 feet apart	--	Natural materials are strongly encouraged Wood, stone, brick can provide warmth at storefronts and enhance the feeling of village scale and character
Los Gatos	Semi-Permanent Parklet Program	Choice between three (3) pre-approved railing designs	Choice between three (3) pre-approved shade coverings: movable umbrella, fabric sail shade, retractable fabric solar shade	Concrete planters, concrete slab or stamped and stained concrete slab (brick-like) or concrete with red bricks to match sidewalk Tub steel frame railing or custom brushed stainless steel cable railing or custom green railing to match streetscape, string lights, fabric sail shade or slide on wire fabric solar shade,
Pleasanton	Permanent Program	Parklets must incorporate a continuous rigid barrier from the platform to the street (e.g., guardrails or another barrier such as planters and railings). Ropes and other non-ridged parklet delineation is not permitted. It is the applicant's responsibility to ensure structural integrity and	Temporary pop-up tents/canopies and temporary or permanent roof structures are not permitted. However, umbrellas are allowed. Umbrellas must be properly secured. Umbrella colors are limited to a solid neutral color (i.e., no stripes, dots, bright or fluorescent colors,	Materials must be high quality, durable, and non-reflective. The predominant material/cladding on the street facing side of the parklet must be wood or other natural material.

Attachment B – Review of Peer City Parklet Standards

		<p>safety of the barrier/guardrail.</p> <p>The barrier must comply with the California Building Code for guardrails, this includes but is not limited to guardrail minimum force, guardrail gaps, and height.</p> <p>Barrier maximum height is 48". Barrier should not be one solid piece of wood/metal. It must include some visibility to the street (e.g., railings with gaps).</p>	<p>etc.), cannot include branding. Umbrella colors are subject to review by the Planning Division.</p>	
Redwood City	Temporary Program	<p>Temporary barriers not exceeding three (3) feet in height shall be placed in a safe manner around the Outdoor Activity area</p>	<p>Tent Permit required for tents or canopies over 400 sq. ft.</p> <p>Only one side of the tent or canopy can be closed at any given time</p>	--
San Mateo	Permanent Program	<p>Must withstand 250 lbs of force</p> <p>Edge buffers: the parklet should have an edge as a buffer from the street (can be planters, railing, cabling, or some other closure)</p> <p>Openings in rails must prevent passage of 4-inch sphere</p> <p>Height of railings/enclosures shall not exceed 36 inches from parklet platform floor to the top of the railing.</p> <p>If higher wind barriers are desired,</p>	<p>Roofs, trellises, and tent shade structures will not be allowed after April 30, 2022.</p>	<p>Platforms must be constructed from durable materials that can withstand wear and tear of elements.</p> <p>Pouring concrete for parklet platforms is not allowed. You may use concrete pavers on a platform structure instead.</p> <p>Surface materials must be textured or treated with a non-skid coating to ensure a safe walking surface. Loose particles such as sand or loose stone, are not permitted</p>

Attachment B – Review of Peer City Parklet Standards

		<p>transparent materials are required and must not extend more than 6 feet from the floor platform.</p> <p>Must have retro-reflective reflectors or retro-reflective tape on the corners of the parklet facing the travel lane"</p>		
Walnut Creek	Temporary Program	<p>Enclosures are clearly defined using barriers to help create a comfortable and separated space for patrons in the Pop-Up.</p> <p>Heavyweight barriers shall be placed no more than 6 feet apart and be no taller than 2 feet. They must weigh a minimum of 250 pounds each.</p> <p>The most common heavyweight barrier in use are planters</p>	Umbrellas are the only type of covering or canopy that are allowed on a sidewalk, sidewalk extension, or City plaza, and are only permitted if the City has previously approved the Encroachment.	<p>Heavyweight Barrier options: concrete jersey barrier, plastic traffic barrier, granite or concrete blocks, parking stops, wood barriers, planters.</p> <p>Lightweight barriers: Metal railing, plastic netting, rope, lattice, bamboo curtains, etc.</p> <p>Surface treatments: back floor mats, chalk paint, chalk, astroturf, sod, cornstarch paint.</p>

The proposed standards (detailed above) aim to strike a balance between flexibility and consistency to allow for streamlined implementation and quality aesthetic.