

Parking Lane



Photo credit Samuel Heller—San Francisco Parklet Manual Version 2.2

Streets and sidewalks in downtown Burlington make up thirty-three percent (33%) of the City's land area and are an integral part of daily experience for Burlingtonians. But often sidewalks are too narrow to accommodate outdoor amenities for adjacent businesses and uses. In some cases, sidewalks can effectively be widened by extending public placemaking beyond the curb into the roadway, taking advantage of the 7.5' Parking Lane adjacent to the curb. These spaces, commonly repurposed into parklets or bike corrals, are usually captured by removing one or more on-street parking spaces and introducing other uses. Some uses can sit directly on the roadway, while others, are built on raised platforms level with the sidewalk, effectively widening the Pedestrian Zone. These areas are usually protected at each end by a parked car, and along the travel lane by a barrier.

Placemaking elements in the Parking Lane balance local needs by:

- creating a better balance the uses of city streets for all users
- encouraging walkability and cycling
- supporting lively, vibrant streets
- fostering neighborhood interaction
- supporting local businesses

The following pages provide guidelines for placemaking within the Parking Lane for:

- Parklets, which are public spaces created from a platform at sidewalk level that extends the Pedestrian Zone into the Parking Lane. They generally cover one or two parking spaces, and include an open accessible space for people to sit, rest, gather, eat and many other activities.
- Bike Corrals, which are designated areas within the Parking Lane that accommodate high capacity bicycle parking and other bicycle amenities. These could accommodate general public parking or bike share hubs.



Early "parklet" in Paris: dining in the street between two parked cars



Contemporary parklet with shade covering, located in the Parking Lane with appropriate buffers

PARKLET GUIDELINES & SETBACKS

PlanBTV Walk/Bike encourages the creation of a parklet plan for the construction of these elements throughout the City. Until such a time a resource might be available, the following pages outline the details regarding the placement and performance of parklets within the public right-of-way.

Context

Parklets should be located primarily along active streets with retail, restaurants, civic and other mixed land uses. Generally, parklets are not located on residential streets.

Design Speed & ADT

Parklets are recommended on streets with design speeds of 20 MPH or less, and with lower traffic volumes and lower class vehicle utilization. Parklets on streets accommodating higher speeds, higher traffic volumes, and larger vehicle classes may be considered on a case-by-case basis.

Parking Spaces

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

Corner Locations

In general, parklets should be located at least one parking space away from an intersection or street corner. In some instances, an on-street bicycle corral at least 15' in length, a curb-extension (bulb-out), or some other physical barrier may allow the city to consider a parklet closer to the corner.

Other Locations

Other locations adjacent to the curb including those fronting driveways should be considered on a case-by-case basis.

Special Curb Zones

Parklets are not allowed to replace accessible parking spaces, unless the accessible parking space is relocated in close proximity. In most instances parklets are not permitted along curbs where parking or standing is prohibited.

Transit

Parklets are not permitted in a bus stop, but may be located adjacent to a bus stop.

Utilities

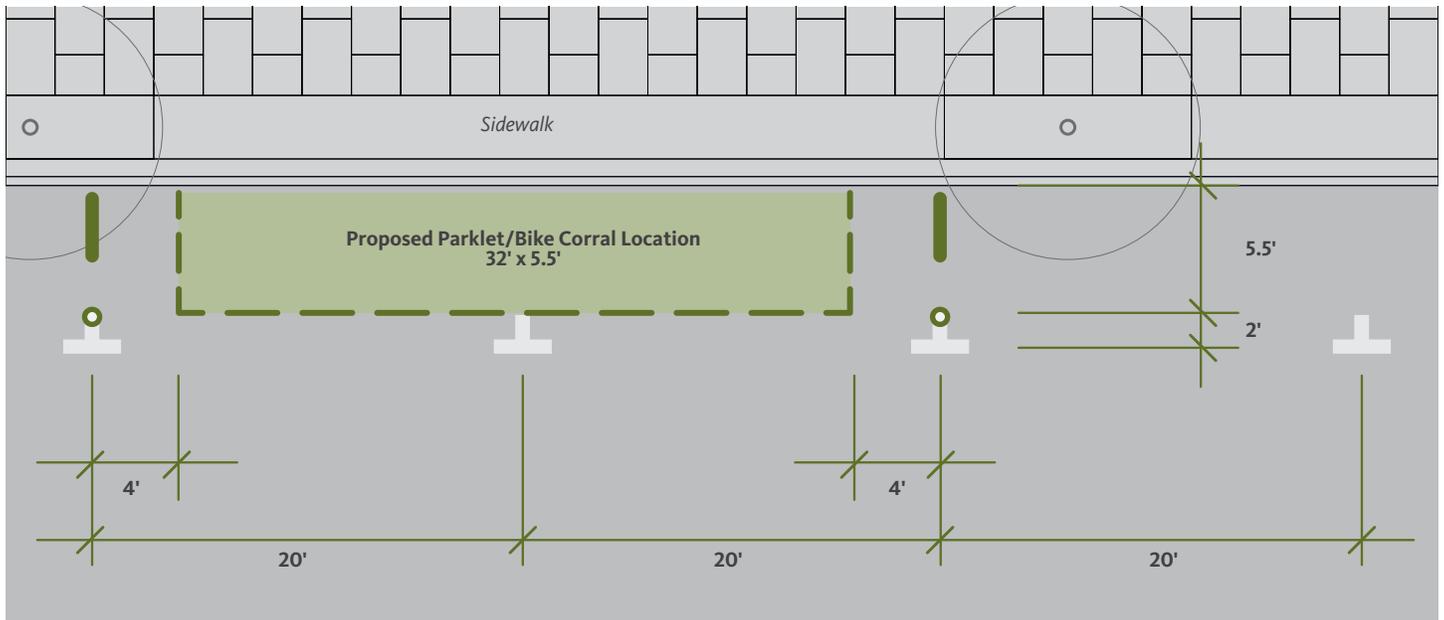
Parklets may not be constructed over utility access panels, manhole covers, storm drains, or fire hydrant shut-off valves.

Designed for Easy Removal and Restoration

Parklets should be designed for easy removal in case of emergency, for access to underground public utilities, and during the winter for snow removal and storage. For long-term installations, parklet locations and duration of installation should be reviewed for potential conflicts with future programmed streetscape improvements.

Parklets Are Public

Parklets are public spaces and should feel open and welcoming to passersby. Parklets are encouraged to display signs which state that all seating is publicly accessible at all times. When developing the parklet plan, the City will consider whether a policy on the private use of parklets by sponsors is appropriate.



Parklet dimensions and setbacks

No Advertising

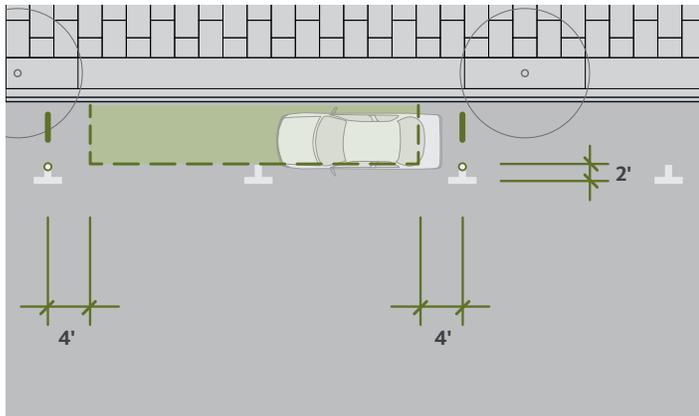
Logos, advertising, or other branding should be prohibited. A small unobtrusive plaque recognizing project sponsors and material donors may be acceptable.

Siting Requirements

All parklet structures must be setback on three sides, creating clear areas as a buffer from adjacent on-street parking spaces, driveways, and travel lanes.

Parallel Parking

When replacing parallel on-street parking, most parklets should be the size and length of one or two parking spaces. Larger parklets could be considered depending on circumstance and existing site conditions. Smaller parklets have also been successful. For parallel parking, the parklet structure must be set back 48" from adjacent parking spaces, and 24" from travel lanes (18" minimum).



Parallel parking

Diagonal Parking

Where parklets are installed in diagonal parking spaces, it is recommended that they be designed to be the size of three combined parking spaces to maximize habitable space within the parklet. For diagonal spaces, the edge of the parklet must be set back 36" from the adjacent parking space on either side, and 24" from travel lanes (18" minimum).

Nearby Driveways

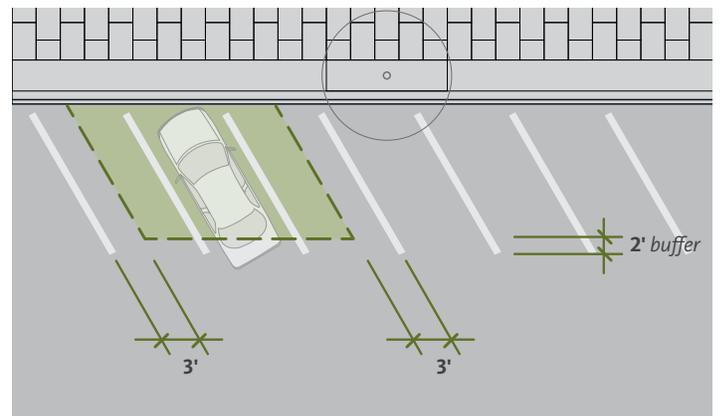
Parklets located next to driveways must be set back 3' from the outside edge of the driveway.

Areas Without Marked Parking Spaces

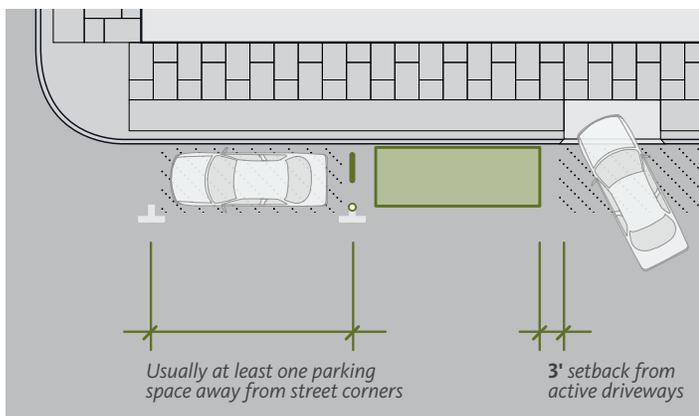
In areas where parking spaces are not marked on the pavement, the proposed parklet should not leave an "orphaned" space that is too small to use as a full parking space.

Street Slope

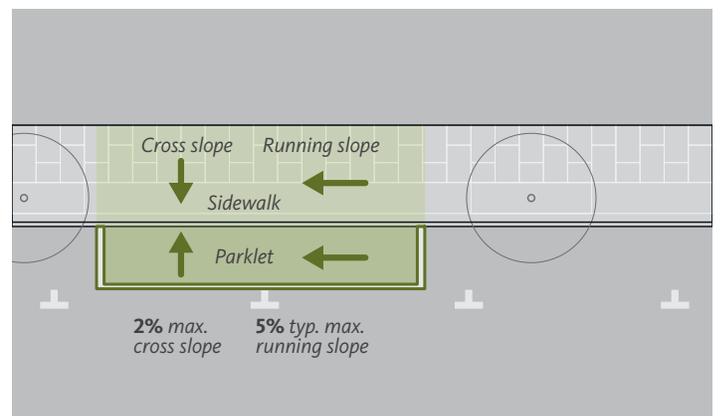
Parklets are generally recommended on streets with a running slope (grade) of 5% or less. Parklets may be permitted on streets with a running slope (grade) over 5% if the parklet is designed to provide safe access for wheelchair users.



Diagonal parking



Corner locations and driveways



Street Slope

Platform

Threshold

Any openings between the sidewalk and the Deck Surface shall be flush without a horizontal or vertical separation greater than 1/2". Changes in level 1/4" to 1/2" high maximum shall be beveled with a slope not steeper than 1:4 (25%).

Bolting

Bolting into the street or penetrating the surface of the road in any way is strongly discouraged. Parklets may be bolted to the existing curb, but only with a restoration plan.

Platform Surface

The top of the parklet platform must be flush with the sidewalk with a maximum gap of 1/2". In the case of a sloping street, see accessible guidelines in the following section.

Surface Materials

Parklet materials are highly recommended to be slip-resistant. Loose particles, such as sand or loose stone, are not permitted on the parklet.

Substructure

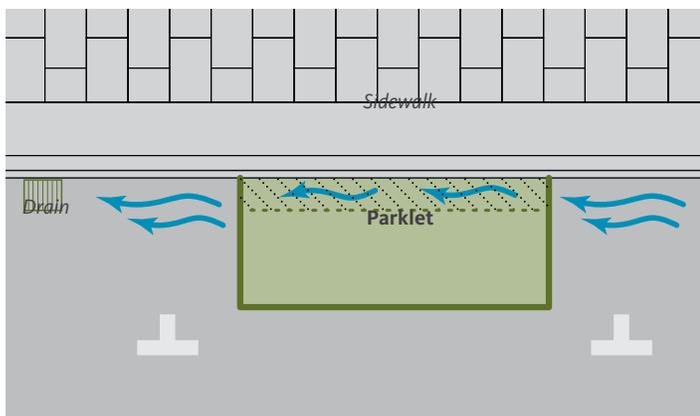
Parklet platform load-bearing weight standards vary by agency. At a minimum, design for 50 lbs/sq. ft.

Access

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

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 debris buildup beneath the deck and in the gutter.



Drainage

Enclosure

Buffer/Edges

The parklet should have an edge as a buffer from the street. This can take the form of planters, railing, cabling, or some other appropriate enclosure that is at least 6" in depth. The height and scale of the buffer required will vary depending on context. If cable railing is used, Building Code requirements must be followed, which indicates spacing between cables cannot exceed the diameter of a tennis ball.

Visual Connection to the Street

Designs should allow pedestrians on either side of the street to see into the parklet. Continuous opaque walls above forty-two inches that block views into the parklet from the surrounding streetscape are highly discouraged.

Overhead Elements

Overhead elements that span the sidewalk and connect the parklet to the adjacent building facade are not permitted.

Extend the Sidewalk

Parklets should be designed as an extension of the sidewalk, with multiple points of entry along the curbside edge.

Parklet Walls

While not visible from the sidewalk, the outside of the parklet enclosure is highly visible from across the street. Large blank walls can be an invitation for tagging. This can be mitigated by adding visual interest like pattern, color, modulation or planting.



Installation of parklet platform in the Parking Lane



Finished parklet in Parking Lane, with planter enclosure

Elements

Integrated Elements

Parklets should include some permanent seating integrated into the parklet structure. This ensures that the parklet still feels welcome after movable furniture like tables and seating are taken inside at night.

Movable Elements

The Material and Furnishings Palette identifies options for movable tables and chairs on [page 292](#) that can be utilized in public parklets. Other options can be utilized to contribute to the theme or arrangement of the parklet.

Planting

Integrated planting is strongly encouraged. Native plants, plants that provide habitat, and drought tolerant plants are encouraged.

Lighting

Lighting elements are strongly encouraged, but electrical connections to buildings will require separate electrical approvals. Designs should strongly consider solar-powered lighting over the option of running electricity from an adjacent building.

Bicycle Parking

Integrated bicycle parking is strongly encouraged. The Materials and Furnishings Palette identifies options for temporary and high capacity bicycle parking on [page 296](#) which are preferred for bike corrals, although custom racks may be installed as well. Bicycle parking can be incorporated into the parklet proposal in the following ways:

- Custom bicycle racks integral to the parklet structure.
- On the parklet platform. Applicants may wish to install bicycle racks on top of the parklet platform.
- On-street bicycle corral (adjacent to the parklet).

Art

Parklets are encouraged to include a diversity of art including conventional elements, interactive pieces, performance and others.



Parklet with built-in benches



Parklet with movable chairs and tables



Bike corral in Parking Lane, sized to a single parking space



Mobile parklet

Accessibility

Accessible Path of Travel

An accessible route must connect the sidewalk to the:

- Parklet Entry
- Deck Surface
- Wheelchair Turning Space
- Wheelchair Resting Space

The Accessible Path must be a minimum of 48 inches wide on the sidewalk and not pass over tree wells. Once on the parklet's Deck Surface, the Parklet Path must be a minimum of 36 inches wide.

Accessible Entry

The Accessible Entry is where the Accessible Path crosses the threshold from the sidewalk to the Deck 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.

Accessible Deck Surface

The portion of the parklet deck connected by the Accessible Path of Travel to the Wheelchair Turning Space and Wheelchair Resting Space must be level. The Accessible Deck Surface maximum cross slope (perpendicular to the sidewalk or curb) cannot exceed 1:48 (2%). The Accessible Deck Surface maximum running slope (parallel to the curb) cannot exceed 1:48 (2%)

For other Deck Surfaces, the running slope may not exceed 1:20 (5%). The Deck Surface shall all be on one level unless the change in level is served by a ramp, additional Parklet Entries, or otherwise permitted on a case by case basis.

When stairs or ramps are permitted, they must meet all building code requirements for rise, run, width, handrails, and contrasting stair striping for the visually impaired.

Wheelchair Turning Space

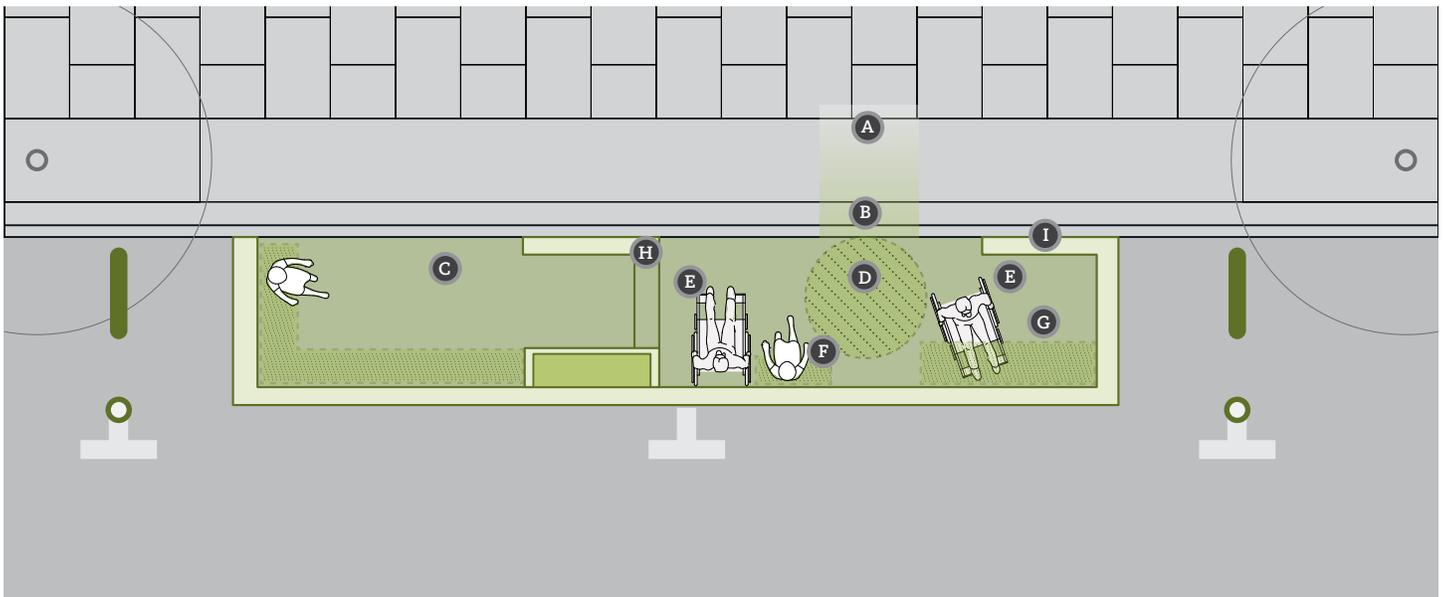
A Wheelchair Turning Space is a circular area 60" minimum in diameter for use by a person with mobility aid to make a 360-degree turn. This space shall be located entirely within the Parklet, unless otherwise approved. The maximum encroachment shall be 12" over the curb and sidewalk unless otherwise permitted on a case by case basis. Within this space there shall be no cross slope in any direction that is greater than 1:48 (2%). Alternatively a "T" shaped Turning Space is permitted.

Wheelchair Resting Space

Wheelchair Resting Space has a 30" x 48" clear floor area. The Wheelchair Resting Space is permitted to overlap the Wheelchair Turning Space by 24" maximum in any orientation.

Wheelchair User Companion Seating

If fixed seating is part of parklet design, it should be configured to accommodate companion seating for a wheelchair user. The Wheelchair Resting Space should permit shoulder-to-shoulder alignment adjacent to one side of the fixed seat.



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|------------------------------------|---------------------------------------|--|
| A Accessible path of travel | D Wheelchair turning space | G Equivalent facilities |
| B Accessible entry | E Wheelchair resting space | H Step between terraces |
| C Accessible deck surface | F Wheelchair companion seating | I Buffered edge where curb drops away |

Equivalent Facilities

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

The top surface height of wheelchair accessible tables, counters and or drink rails should be 28"–34" above the Deck Surface.

Wheelchair accessible tables, counters, and drink rails shall be approachable from the front and provide an unobstructed knee clearance that is at least 27" high, 30" wide and 19" deep. When movable tables are provided in lieu of fixed, at least one of the movable tables must also be accessible.

Where drink rails are provided, a 60" long portion of a drink rail shall have 36" wide and level space adjacent to it for a side-approach by a wheelchair user.

Terraced or Multi-Level Parklets

For parklets proposed on streets with grades that exceed 5%, a terraced parklet with two or more habitable decks is acceptable. At least one of these terraces must be wheelchair accessible and provide equivalent seating, tables, and countertop facilities to those found in other habitable terraces.

Wheelchair Accessible Entry

The accessible terrace will require a wheelchair accessible entry from the sidewalk. The wheelchair accessible entry may be achieved with a structure on the sidewalk within the sidewalk furnishing zone that provides transition between the sidewalk and parklet deck.

Ramps, Steps & Stairs

Communication between terrace levels may be achieved with a ramp with a running slope not to exceed (1:20) 5%; steps or stairs. Any step or stair will require a warning strip at the nose of the step and handrails per building code.

PARKLET MATERIALS

Parklets are intended to be aesthetic improvements to the streetscape. They should be designed with this in mind, ensuring that the materials that are used are high quality, durable, and beautiful.

Locally Sourced Materials

Sourcing locally produced materials for parklets supports the local economy and reduces the embedded carbon footprint of the final structure by reducing transportation costs.

Recycled and Reclaimed Materials

Choosing recycled and reclaimed materials for parklets is highly recommended and has the additional benefit of reducing construction costs and keeping materials out of landfills.

Low Emission Materials

Choosing paints, stains, glues, and other materials that emit zero or low levels of volatile organic compounds (voc) helps improve air quality as well as the health of the people who are constructing and using parklets.

Avoid Plastic

Plastic of any kind, including Plexiglas, is strongly discouraged.

Materials that Are Easy to Maintain

Having a strategy for removing graffiti, and replacing or repairing damaged parklet features such as plants, railings, or other elements is highly encouraged. Whereas some materials may cost more initially, they may ultimately save money in maintenance costs. For example, aluminum costs roughly three times as much as steel but when tagged, it can simply be cleaned with acetone. Project sponsors are ultimately responsible for making sure that their parklet is kept clean and in good repair.

Sustainable Timber Products

Parklet designs may not use tropical hardwood or virgin redwood. This includes fsc certified wood products.

No Pressure Treated Wood or Plywood

Pressure treated lumber or plywood wood are not allowed in places where they will be visible.

Bicycle Repair Station

RECOMMENDED OPTION



Fixit—by Dero

Dimensions	59" H x 20"L x 13"W
Material	Recycled Steel
Finish	Raw, Hot-Dipped Galvanized Finish
Tools Included	Manual air pump Philips and flat head screwdrivers 2.5, 3, 4, 5, 6, 8mm Allen wrenches Headset wrench Pedal wrench 8, 9, 10, 11mm box wrenches
Installation	Surface Mount to Concrete Base using 10" diameter x .25" foot with four anchors per foot. Install per manufacturer instructions.
Manufacturer	Dero
Note	<i>Appendix section A-8</i>

Parklet Elements

RECOMMENDED OPTION



Parklet—by Dero

Dimensions	168"L x 72"W Additional decking available in 8-foot units
Material	Recycled Mild Steel
Finish	Hot-Dipped Galvanized Finish
Permitting	Parklets require permits before they are installed in the row, which is outlined in Burlington's 2015 Community-Led Demonstration Project Policy and Guide.
Installation	Freestanding. Install per manufacturer instructions with Dero railing and cables. Install with safe-hit posts and tire stops.
Manufacturer	Dero
Note	Shall not be used in single parking stall parklet configuration due to required buffer from adjacent parking stalls. May be used in double parking stall configuration, either alone or in conjunction with bike corral. Must maintain required 4' minimum setback from adjacent parking stalls, and 1.5' minimum setback from travel lane.

See "*Parklet Guidelines @ Setbacks*" on page 128 for design and layout guidelines.



REQUIRED



Safe-Hit Type 2 Guide Post

Dimensions	36" height
Color	White post Silver reflective
Installation	Surface Mount Pin Lock Base (anchor not epoxy)
Notes	Must be used in both off-the-shelf and custom designed bike corral/parklet. See " <i>Parklet Guidelines @ Setbacks</i> " on page 128 for design and layout guidelines.

REQUIRED



Wheel Stops

Dimensions	6" H x 36" L
Material	Concrete
Installation	Mounted with bolts
Notes	Must be used in both off-the-shelf and custom designed bike corral/parklet. See " <i>Parklet Guidelines @ Setbacks</i> " on page 128 for design and layout guidelines.