

SANTA MONICA OUTDOORS PARKLET PROGRAM

PROGRAM INFORMATION

THE SANTA MONICA OUTDOORS PARKLET PROGRAM WAS ADOPTED BY CITY COUNCIL JUNE 2022. ELIGIBLE BUSINESS OWNERS WILL BE PERMITTED TO REPURPOSE ON-STREET PARKING FOR THE USE OF A PARKLET. THE PROGRAM AUTHORIZES THE CITY TO ASSESS A MONTHLY FEE FOR THE USE OF ON-STREET PARKING SPACES (MAXIMUM OF TWO PARKING SPACES PERMITTED) STARTING OCTOBER 1, 2022.

THE PARKLET STANDARD DESIGN PLANS FOUND BELOW, AS WELL AS THE SANTA MONICA OUTDOORS PARKLET PROGRAM MANUAL, AND THE SANTA MONICA MUNICIPAL CODE: CHAPTER 6.42 MUST BE REFERENCED WHEN APPLYING FOR A PARKLET PERMIT. ALL PARKLETS MUST COMPLY WITH THESE REQUIREMENTS.

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COVER

DRAWING NO. SM20 1 of 11	SUBMITTED BY: <i>Linda Cogswell</i>	DATE August 18, 2022
	APPROVED BY: <i>Alex Nazarchuk</i> ALEX NAZARCHUK, P.E. - CITY ENGINEER	

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Department of Public Works

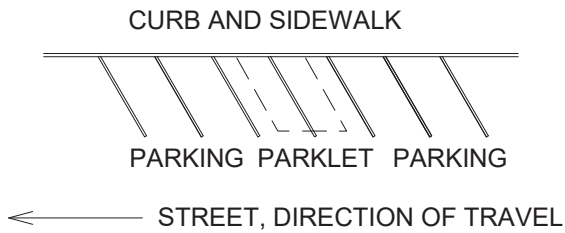
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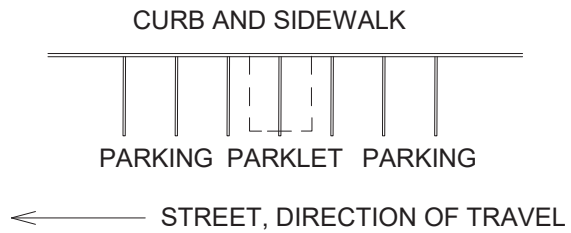


PARKLET STREET CONFIGURATION GENERAL NOTES

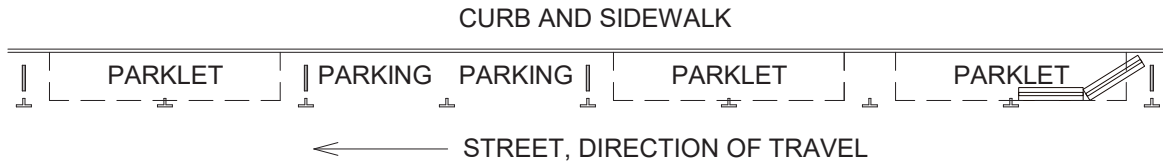
1. TWO BARREL PLANTERS OR WATER/SAND-FILLED BARRELS ARE REQUIRED AT FIRST PARKLET AGAINST DIRECTION OF TRAVEL ONLY; SHALL BE 32"-40" TALL, FILLED, AND WEIGH AT LEAST 700 LBS EACH. IF USING K-RAIL OR WATER-FILLED RAIL (ALSO KNOWN AS JERSEY BARRIERS), THE FIRST TWO PIECES MUST BE INTERCONNECTED AND THE FIRST PIECE MUST BE ANGLED APPROX. 45 DEGREES.
2. FOR PARALLEL PARKING, FOUR FOOT CLEAR SPACE SHALL BE MAINTAINED AT EITHER END OF EACH PARKLET, REGARDLESS OF SEQUENCE OF PARKLETS ALONG THE STREET
3. FOR ANGLED OR PERPENDICULAR PARKING, THREE OR FOUR FEET CLEAR SPACE SHALL BE MAINTAINED AT EITHER END OF EACH PARKLET, REGARDLESS OF SEQUENCE OF PARKLETS ALONG THE STREET
4. FOR PARALLEL PARKING CONFIGURATION, WHEEL STOPS REQUIRED AT EACH END OF PARKLET THAT IS EXPOSED TO TRAFFIC OR ADJACENT PARKING
5. FOR PARALLEL PARKING CONFIGURATION, WHEEL STOPS SHALL NOT BE REQUIRED BETWEEN PARKLETS, BUT SHALL BE ADDED IF AN ADJACENT PARKLET IS REMOVED
6. FOR ANGLED AND PERPENDICULAR PARKING CONFIGURATIONS, PARKLETS MUST BE ANGLED TO MATCH THE ROADWAY STRIPING; SHALL BE TWO SPACES MAXIMUM



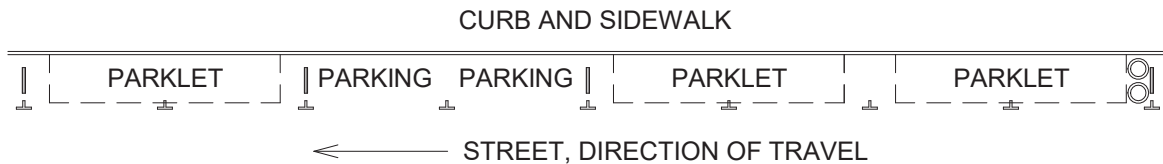
③ ANGLED PARKING CONFIGURATION
NTS



④ PERPENDICULAR PARKING CONFIGURATION
NTS



② PARKING CONFIGURATION - K-RAIL OR WATER-FILLED RAIL
1" = 30'-0"



① PARKING CONFIGURATION - WATER/SAND-FILLED BARRELS
1" = 30'-0"

PARKLETS - PARKING LANE CONFIGURATION

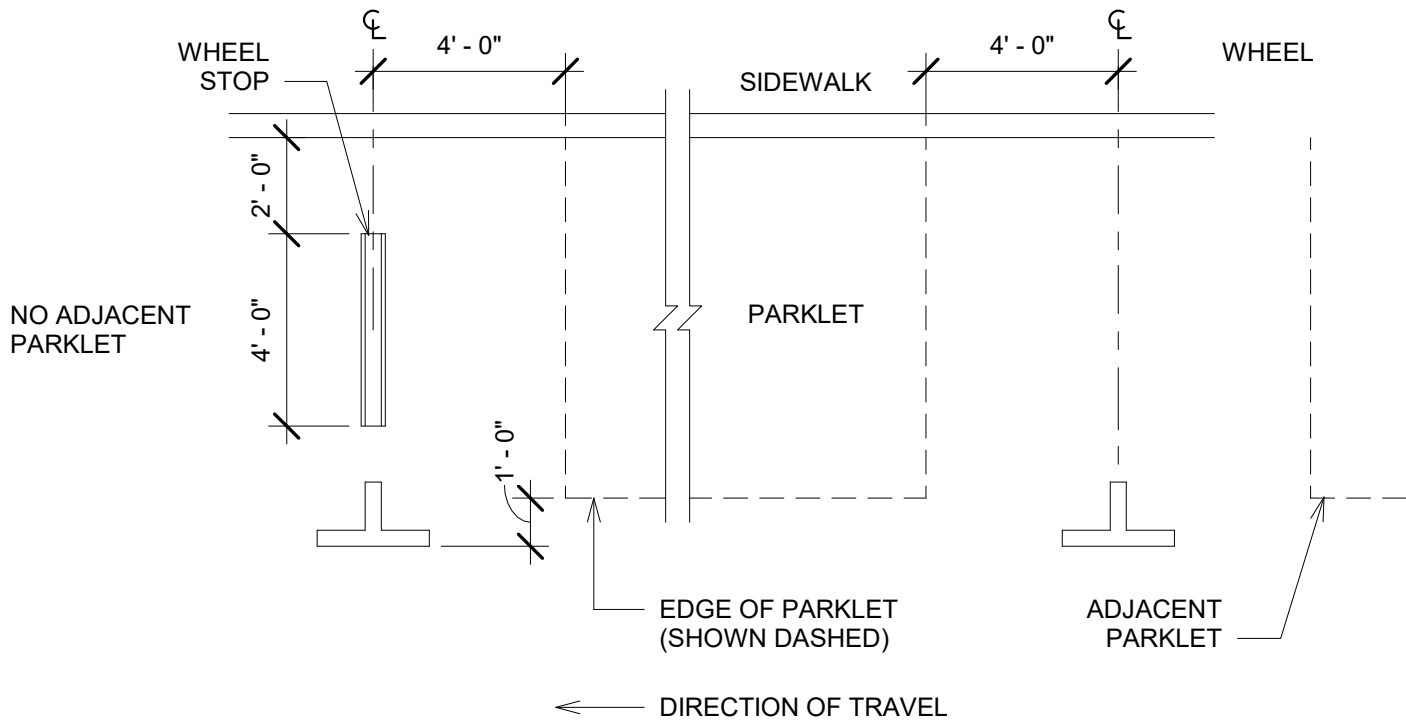
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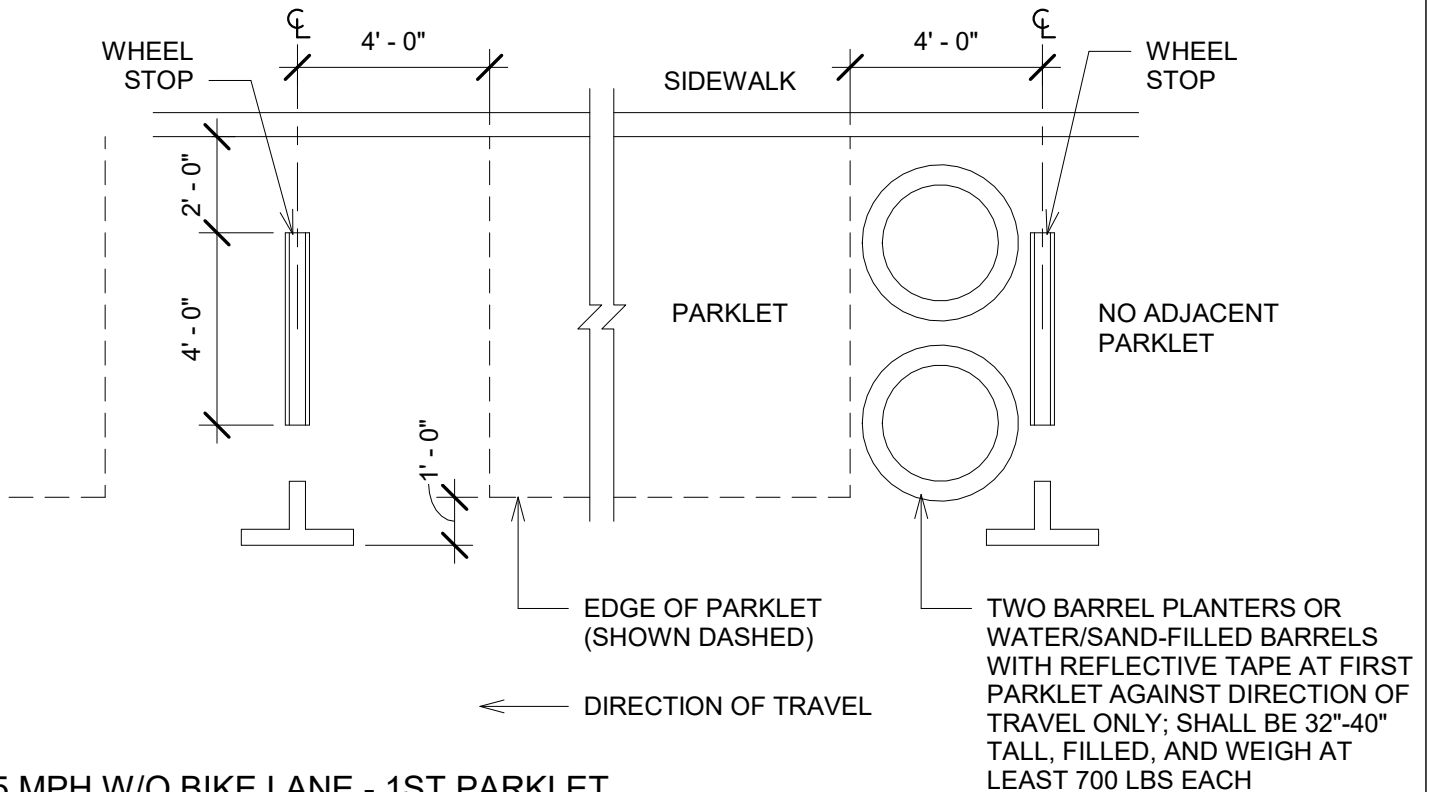
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6 25 MPH W/O BIKE LANE
1/4" = 1'-0"



5 25 MPH W/O BIKE LANE - 1ST PARKLET
1/4" = 1'-0"

PARKLETS - DELINEATION ELEMENTS

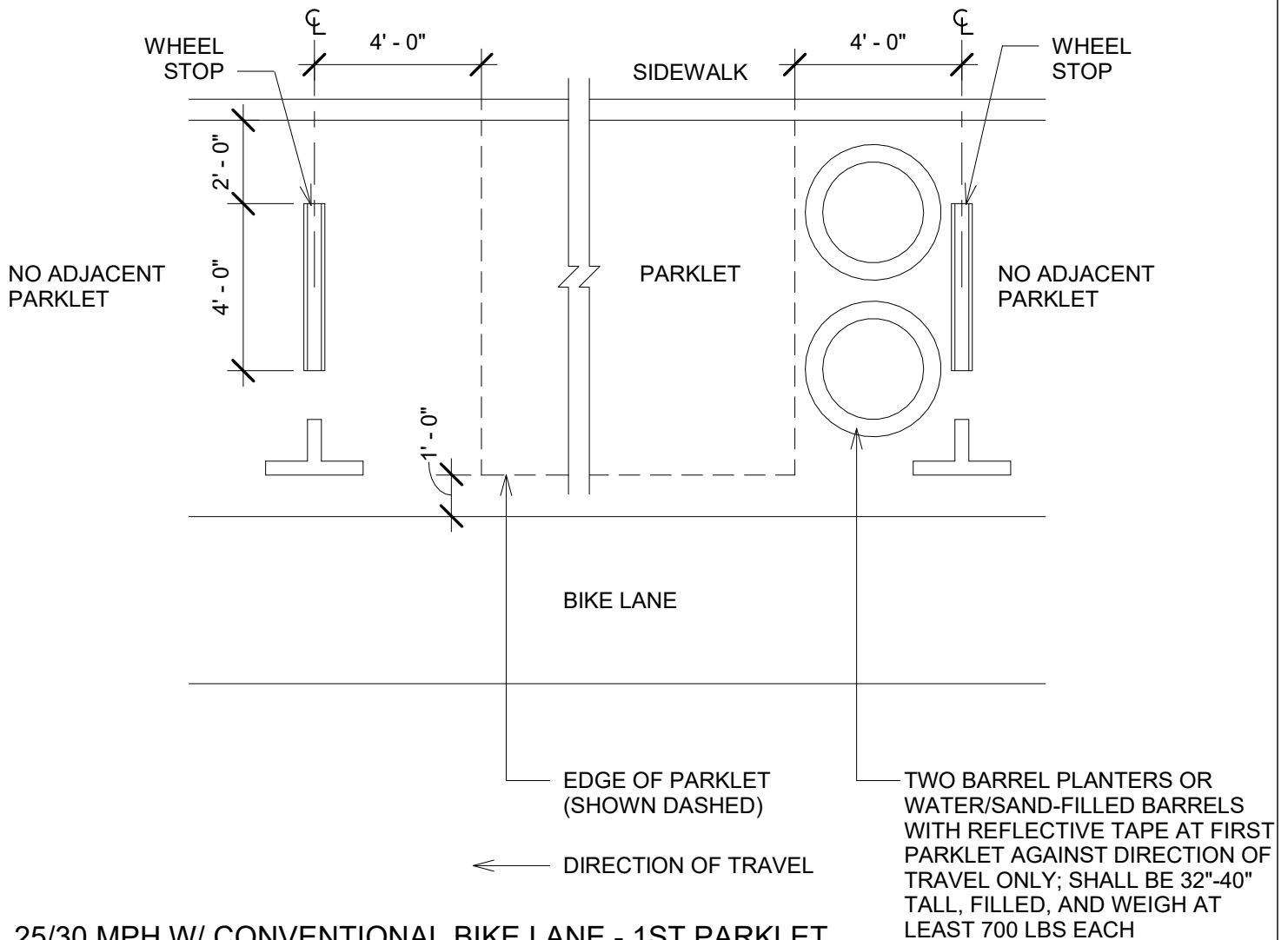
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7 25/30 MPH W/ CONVENTIONAL BIKE LANE - 1ST PARKLET
 1/4" = 1'-0"

PARKLETS - DELINEATION ELEMENTS

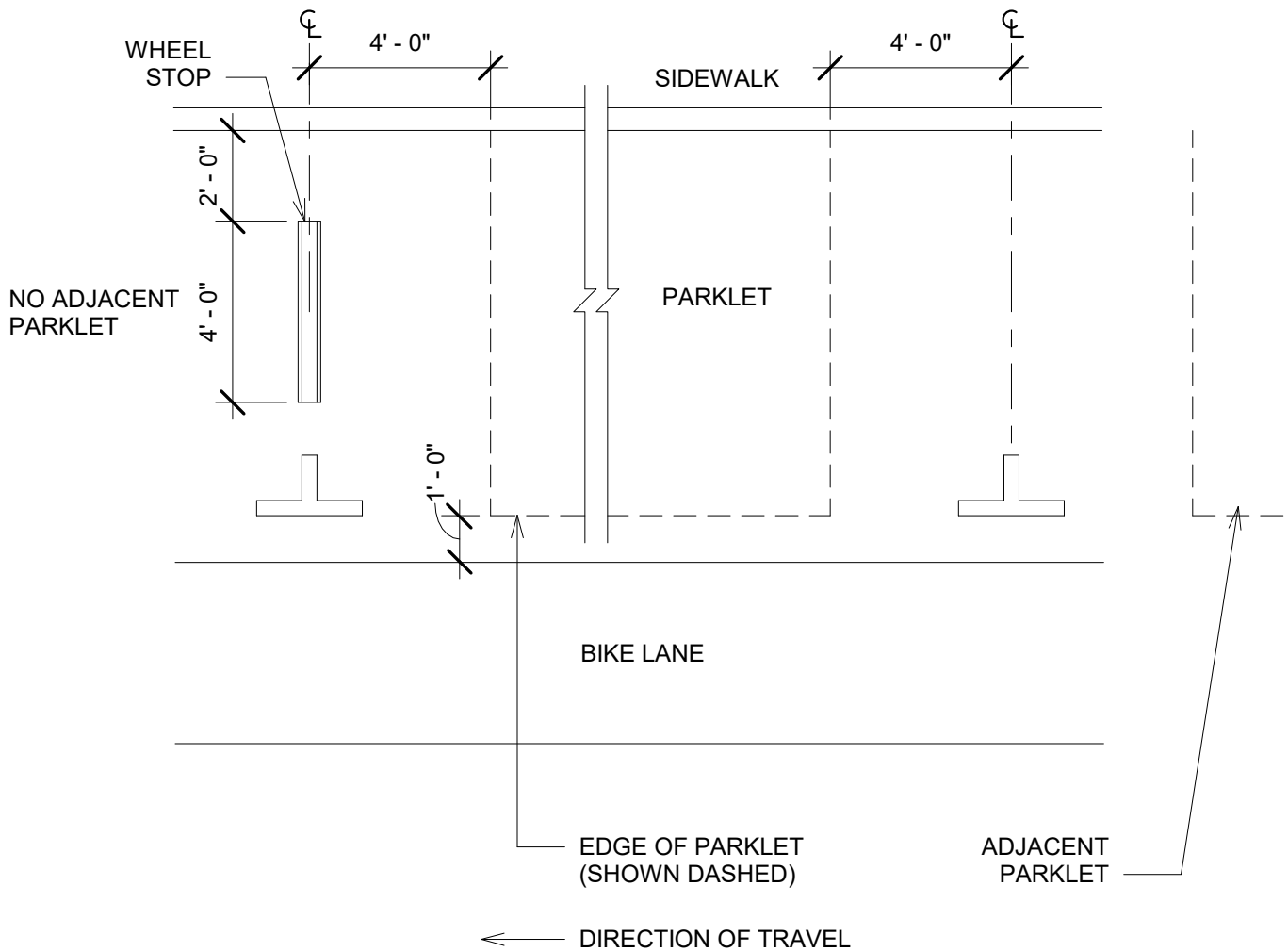
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8 25/30 MPH W/ CONVENTIONAL BIKE LANE
 1/4" = 1'-0"

**PARKLETS - DELINEATION
 ELEMENTS**

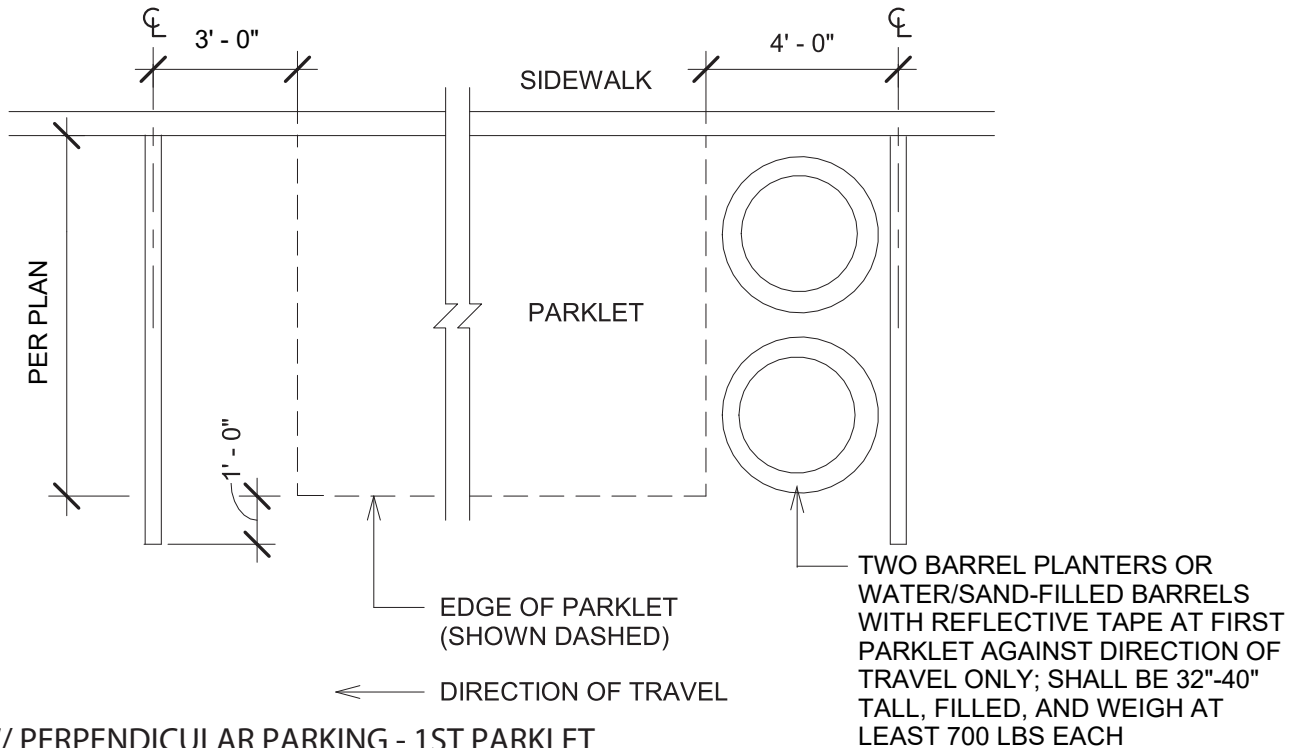
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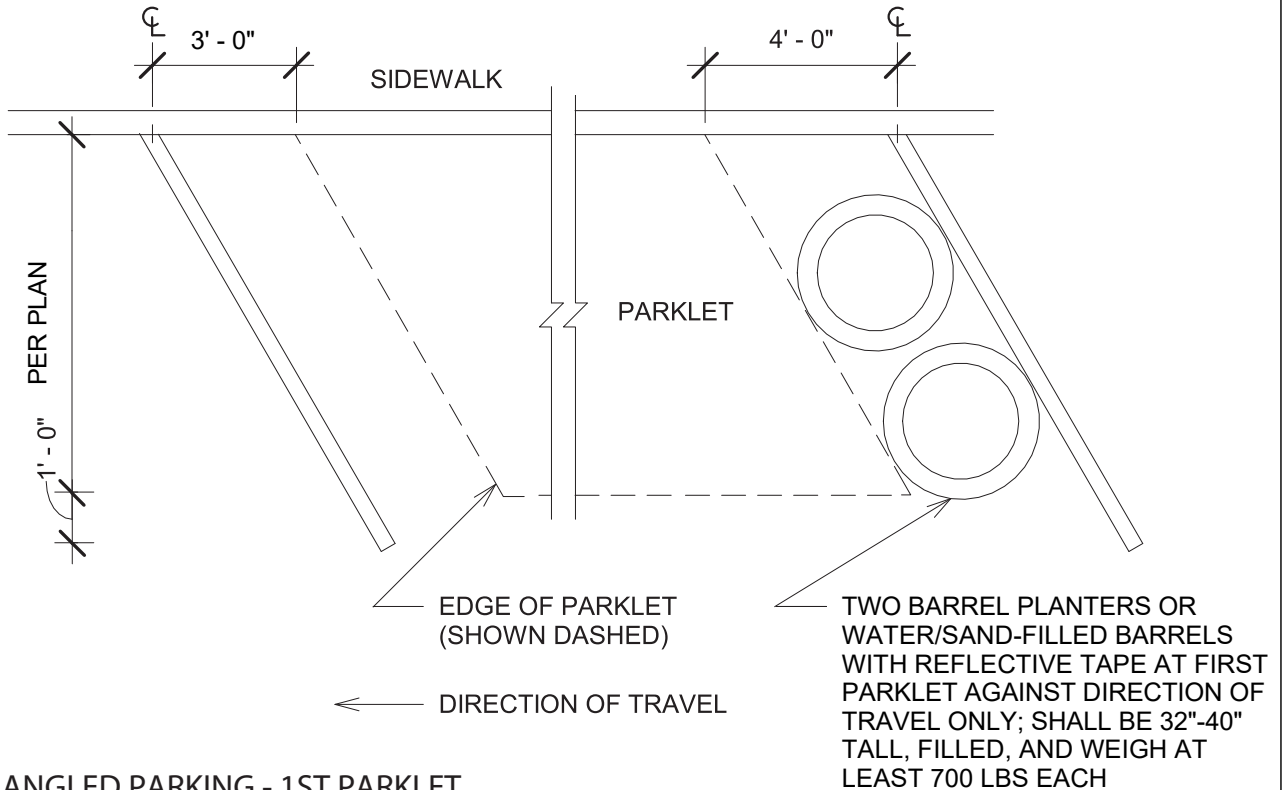
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10 25 MPH W/ PERPENDICULAR PARKING - 1ST PARKLET
1/4" = 1'-0"



9 25 MPH W/ ANGLED PARKING - 1ST PARKLET
1/4" = 1'-0"

PARKLETS - DELINEATION ELEMENTS

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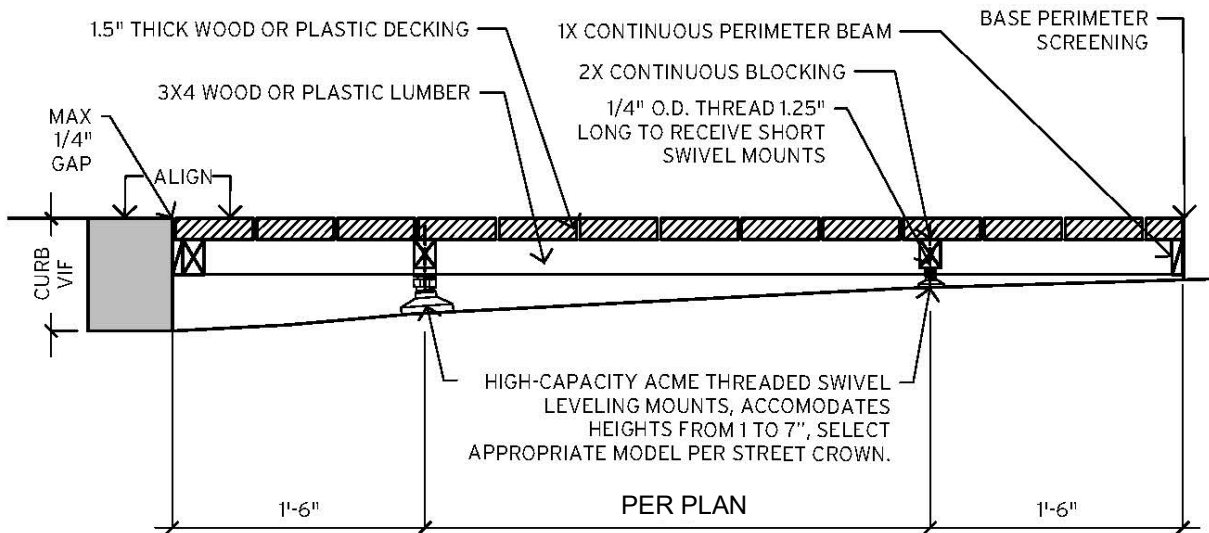
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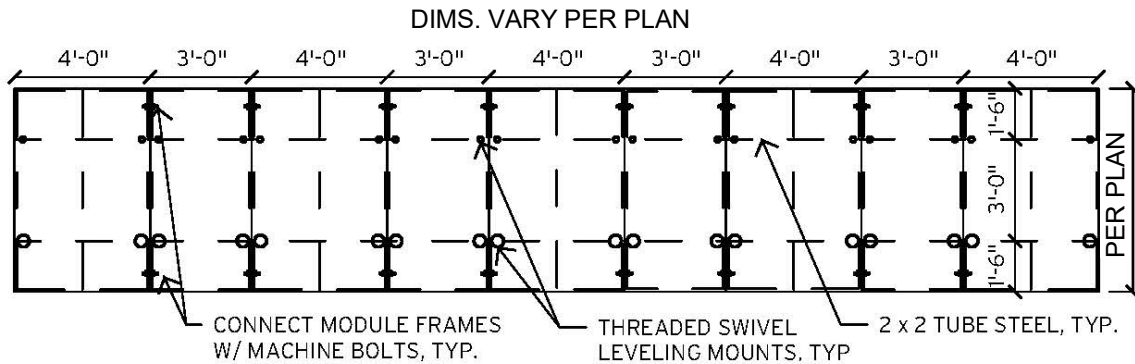


DECK SUPPORT SYSTEMS GENERAL NOTES

1. THE DECK SUPPORT SYSTEM SITS ON THE STREET AND PROVIDES THE STRUCTURAL FOUNDATION FOR THE PARKLET. IT ALLOWS FOR PROPER DRAINAGE UNDER THE DECK (FOR STORMWATER RUNOFF), CREATES A LEVEL DECK SURFACE THAT ALIGNS WITH THE ADJACENT SIDEWALK, AND ALLOWS FOR THE REMOVAL OF THE PARKLET WHEN NECESSARY. THE FOLLOWING PAGES HAVE DETAILS FOR WOOD FRAME AND PEDESTAL SUPPORTED DECKS WITH WOOD, PLASTIC LUMBER, AND PRECAST CONCRETE DECKING SYSTEMS.
2. WOOD FRAME DECK SYSTEM IS SHOWN WITH TWO OPTIONS: 1) ANCHORED TO THE CURB WITH A STEEL LEDGER AND 2) FREESTANDING. FREESTANDING SYSTEMS REDUCE THE COST OF THE PARKLET; STEEL LEDGERS ARE MORE EXPENSIVE BUT REDUCE THE POTENTIAL FOR DRIFT.
3. FOR SOME LOCATIONS, THE STREET CROWN WILL BE 0" AND THE WOOD FRAME AND PEDESTAL SUPPORTED DECK SYSTEMS WILL NOT BE APPROPRIATE; PLEASE FIELD VERIFY.



12 WOOD FRAME DECK SECTION
 12" = 1'-0"



11 WOOD FRAME DECK PLAN
 12" = 1'-0"

PARKLETS - WOOD FRAME DECK

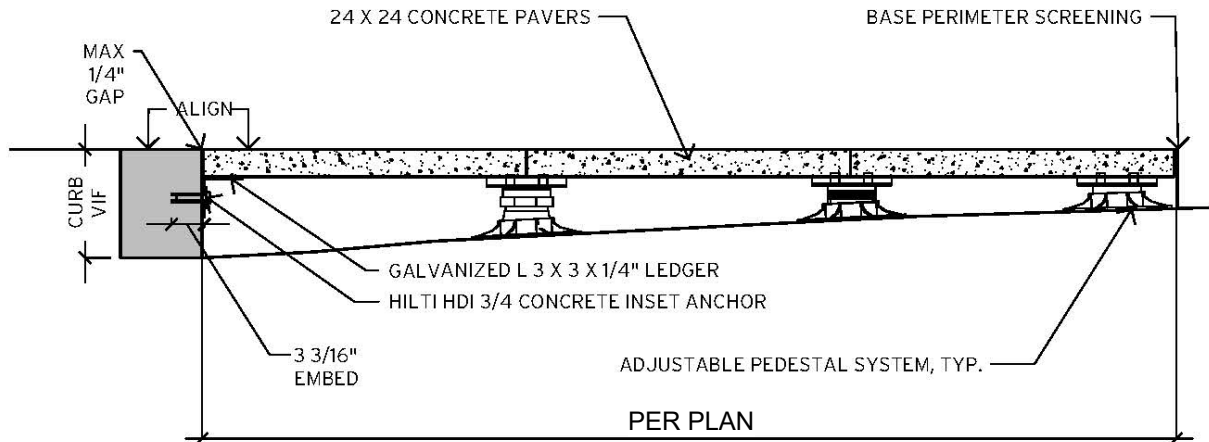
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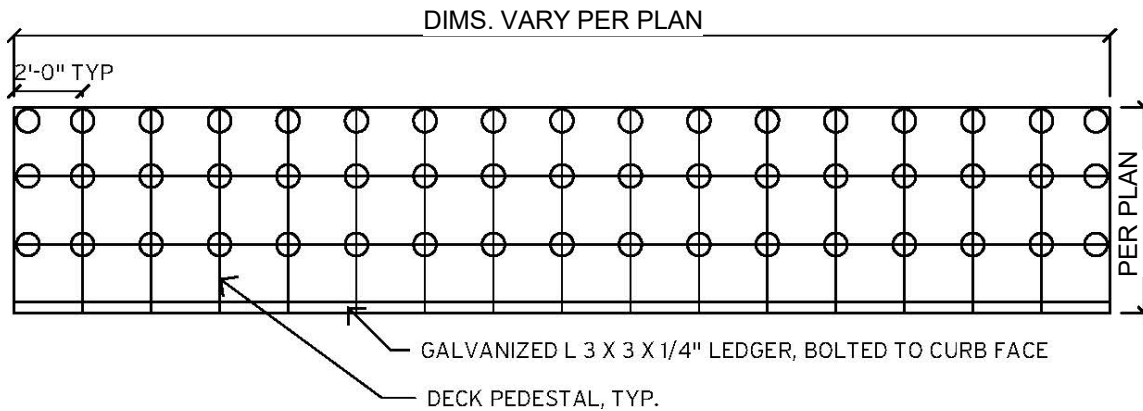
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14 PEDESTAL DECK SECTION
 12" = 1'-0"



13 PEDESTAL DECK PLAN
 12" = 1'-0"

PARKLETS - PEDESTAL DECK

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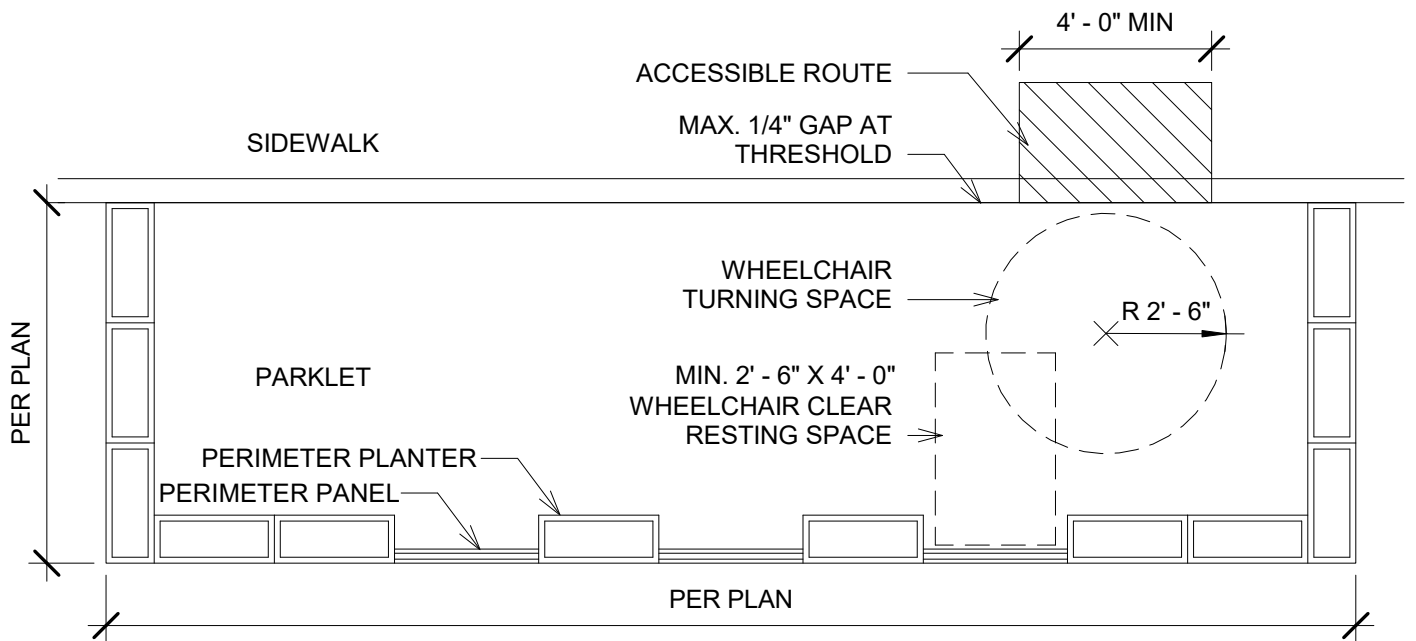
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ACCESSIBILITY GENERAL NOTES

1. ALL ACCESSIBILITY GUIDELINES AND REGULATIONS PER THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN AND CHAPTER 11 OF THE CALIFORNIA BUILDING CODE APPLY.
2. THE ACCESSIBLE ROUTE CONNECTS THE SIDEWALK TO THE PARKLET ENTRY, DECK SURFACE, WHEELCHAIR TURNING SPACE, AND WHEELCHAIR CLEAR RESTING SPACE. THE ACCESSIBLE PATH WIDTH IS REQUIRED TO BE 48 INCHES MINIMUM LEADING TO THE PARKLET. ONCE ON PARKLET DECK SURFACE, PATH MUST BE MAINTAINED AT A MINIMUM OF 36 INCHES WIDE.
3. THE ACCESSIBLE ENTRY IS WHERE THE ACCESSIBLE PATH CROSSES THE THRESHOLD FROM THE SIDEWALK TO THE DECK SURFACE. THE THRESHOLD FROM THE SIDEWALK TO THE DECK SHALL HAVE A 1/4" GAP MAXIMUM. THE ACCESSIBLE PARKLET ENTRY SHALL BE UNOBSTRUCTED AT ALL TIMES.
4. THE PORTION OF THE PARKLET DECK CONNECTED BY THE ACCESSIBLE PATH OF TRAVEL TO THE WHEELCHAIR TURNING SPACE AND WHEELCHAIR CLEAR RESTING SPACE MUST BE LEVEL. THE ACCESSIBLE DECK SURFACE MAXIMUM CROSS SLOPE (PERPENDICULAR TO THE SIDEWALK OR CURB) CANNOT EXCEED 1:48 OR 2%. THE ACCESSIBLE DECK MAXIMUM RUNNING SLOPE (PARALLEL TO THE CURB) CANNOT EXCEED 1:48 OR 2%. FOR ALL OTHER DECK SURFACES, THE RUNNING SLOPE MAY NOT EXCEED 1:20 OR 5%. THE DECK SURFACE SHALL BE ON ONE LEVEL.
5. A WHEELCHAIR TURNING SPACE ALLOWS FOR WHEELCHAIR USERS TO MAKE A 360 DEGREE TURN. THE CLEAR AREA SHALL BE LOCATED ENTIRELY WITHIN THE PARKLET, WITH A 12 INCH MAXIMUM OVERLAP ON THE CURB OR SIDEWALK.
6. A WHEELCHAIR CLEAR RESTING SPACE HAS A 30 INCH BY 48 INCH CLEAR FLOOR AREA. THE CLEAR WHEELCHAIR RESTING SPACE IS PERMITTED TO OVERLAP THE WHEELCHAIR TURNING SPACE BY 24 INCHES MAXIMUM IN ANY ORIENTATION.
7. IF FIXED SEATING IS USED IN PARKLET, SEATING SHALL BE CONFIGURED IN A WAY AS TO ACCOMMODATE COMPANION SEATING FOR A WHEELCHAIR USER.



15 ACCESSIBILITY DIAGRAM
 1/4" = 1'-0"

PARKLETS - ACCESSIBILITY NOTES

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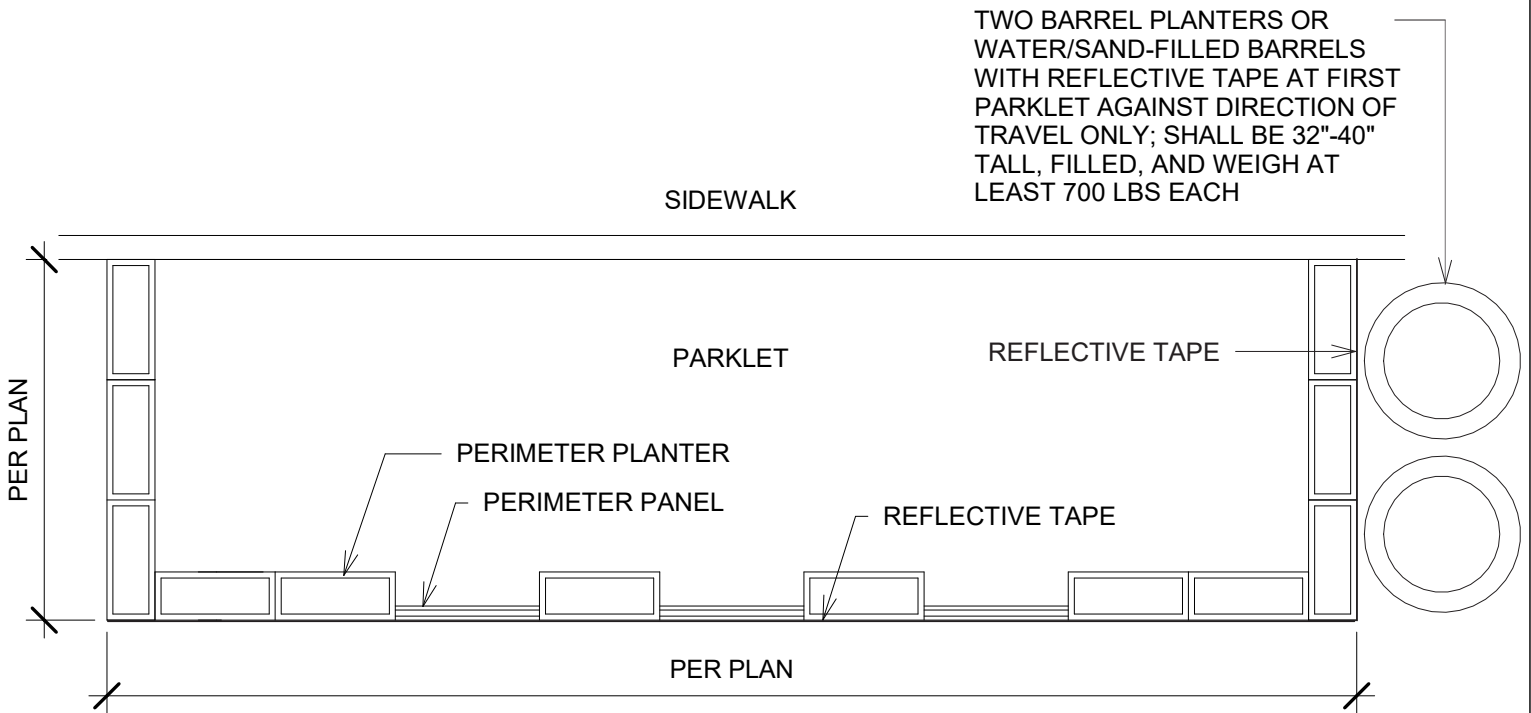
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PERIMETER GENERAL NOTES

1. EXTERIOR PERIMETER OF PARKLET SHALL BE ENCLOSED BY A CONTINUOUS SIDE AND END RAILING BARRIER OF FINISH PANELS AND/OR PLANTERS BETWEEN 3'-0" AND 3'-6" HIGH WITH GAPS LESS THAN 4"
2. MINIMUM 60% TRANSPARENCY SHALL BE MAINTAINED AT THE EXTERIOR PERIMETER OF THE PARKLET ABOVE 3'-6" FROM STREET SURFACE
3. PERIMETER PLANTERS AND FINISH PANELS SHALL BE CAPABLE OF WITHSTANDING AT LEAST 200 LBS. OF FORCE APPLIED WITHIN 2" OF THE TOP EDGE IN ANY DIRECTION AND AT ANY POINT
4. PERIMETER SHALL HAVE RETRO REFLECTIVE TAPE OR COMPARABLE MATERIAL ALONG THE EXTERIOR TOP EDGE ON THE UPSTREAM AND TRAVEL LANE ADJACENT SIDES OF THE PARKLET.



16 PERIMETER DIAGRAM
 1/4" = 1'-0"

PARKLETS - PERIMETER DIAGRAM

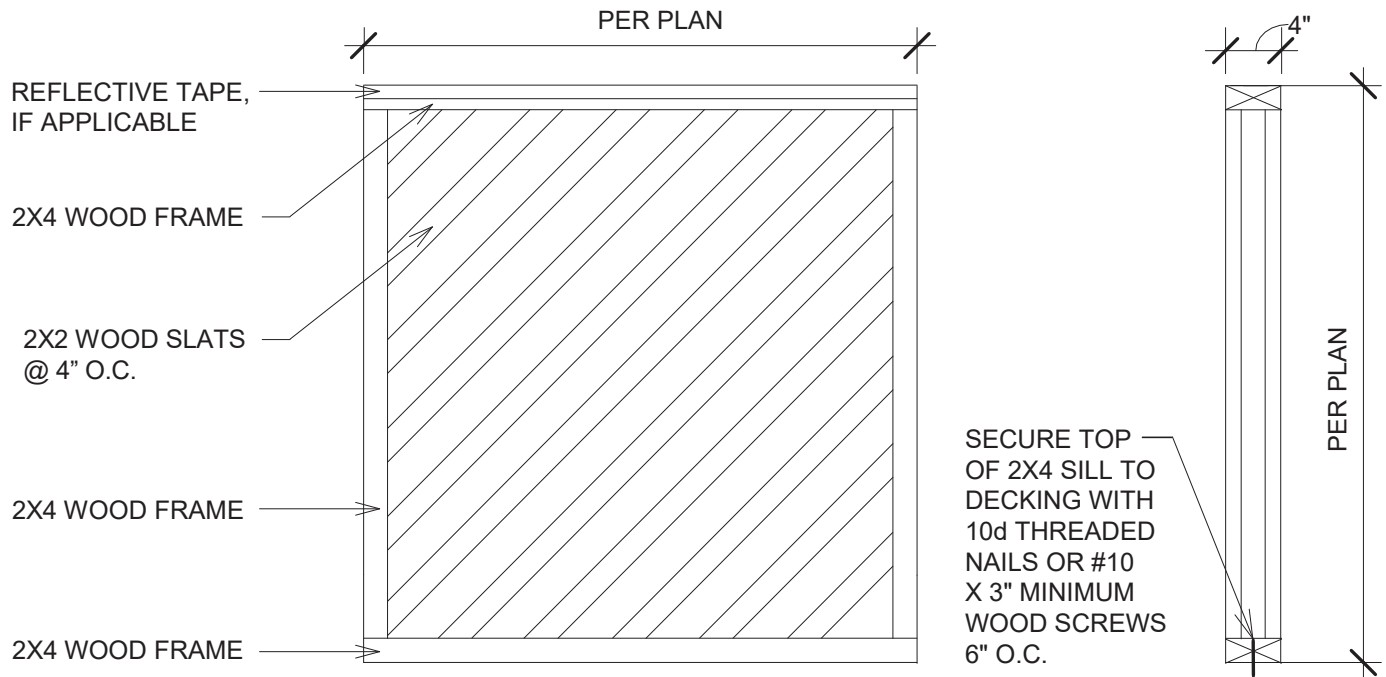
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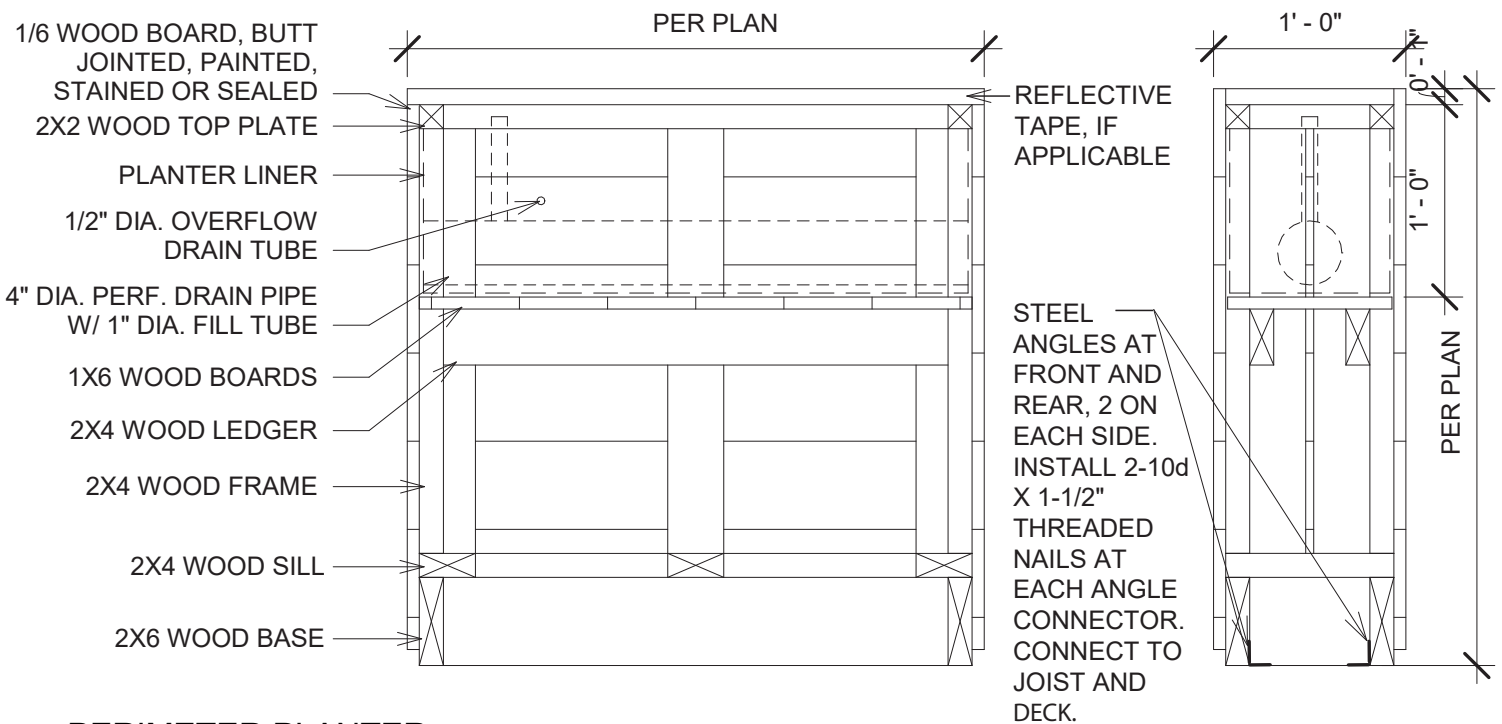
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18 PERIMETER PANEL
1" = 1'-0"



17 PERIMETER PLANTER
1" = 1'-0"

PARKLETS - PERIMETER DETAILS

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