

# REPORT TO DISABILITY ADVISORY COMMISSION

**Honorable Members of the Commission**

**September 19, 2013**

**Title:** Sacramento Pilot Parklet Program

**Location/Council District:** Citywide

**Contact:** Matt Winkler, Operations General Supervisor, (916) 808-5579; Matt Winkler, Interim Parking Manager, (916) 808-5849

**Presenters:** Matt Winkler, Operations General Supervisor

**Department:** Public Works

**Division:** Parking Services

**Organization No:** 15001511

## **Description and Background:**

City Staff was recently asked by members of the public about the possibility of implementing a parklet program, similar to what has been accomplished in San Francisco, in the City of Sacramento. The parklets are simply converted public right of way, or parking spaces, into a mini-park for recreation. The idea of repurposing the public right of way was originally driven by Rebar Art and Design Studio out of San Francisco. They fed a parking meter with coins, unrolled grass sod in the parking space, and placing a potted tree on top. From this movement, PARK(ing) day was born. Due to the popularity of PARK(ing) day, the City of San Francisco created a long term parklet program. In 2010, San Francisco opened its first official parklet and has since opened 38 parklets.

City of Sacramento's Public Works staff is working on implementing its own parklet program potentially named "Parking2Parklets". The program is intended to repurpose the public right of way, re-energize the street, insert physical activity opportunities into the urban environment, and creating destination points.

The key component to the development of a parklet in the City of Sacramento is a sponsorship from the private sector. The costs associated with the development and ongoing maintenance of a parklet will be paid by the private sector sponsor. However, the City will regulate the use of the space, coordinate the removal of any parking spaces, ensure the design and construction meets all applicable codes and standards, and that the final product is maintained properly. The parklet is an extension of the public sidewalk and shall be designed, constructed and/or conform to the applicable provisions, rules, regulations and guidelines of the: California Building Standards Codes, City of Sacramento Codes, and Americans with Disabilities Act 2010 Standard's accessibility requirements.

Over the past three years, the San Francisco Parklet Program has grown very popular and many cities have now implemented their own parklet programs. The fundamental purpose of most all parklet programs are created as public space for anyone to use and enjoy. Most parklet programs may include outdoor seating and other amenities, but it is not intended for the exclusive use by any one place of business. This type of parklet is known as a public parklet. As an alternative to San Francisco Parklet Program, and being exclusively public, the City of Long Beach has made their parklets strictly private use and has established the program as an extension of business. This type of parklet is known as a private parklet. The City of Long Beach has established an outdoor dining permit that is used as the permitting process that allows their parklet program. In all parklet programs the revocable encroachment permit allowing use of the public right of way. The majority of all parklet programs are public parklets and to date, Long Beach is the only city to have private parklets.

The City of Sacramento's Public Works staff plans on utilizing the revocable encroachment permit process for permitting parklets. In most cases, a loss of on-street parking would be the result of permitting a parklet in the public right of way. Parking Services will not approve the removal of any parking designated for persons with disabilities.

Other City programs that impact public right of way such as the Residential Permit Parking (RPP) and the Angled Parking Program (APP) a petition is submitted with the requests and a vote of the property owners is required along the block face in order to approve any impacts to parking. In the case of RPP and APP the majority of voting cards must be returned and a two-thirds vote in favor for approval to modify parking. The parklet program could benefit with this type of criteria to help gain support for proposed locations when on street parking is potentially impacted.

**Timeline:**

A draft program manual has been developed which describes procedures and guidelines for creating a parklet. Once this manual is completed, City Staff intends to initiate a pilot program to issue permits for of a limited number of parklets by December, 2013.

If it is deemed successful, the pilot program could be made into a more widespread program.

## Parklet Accessibility

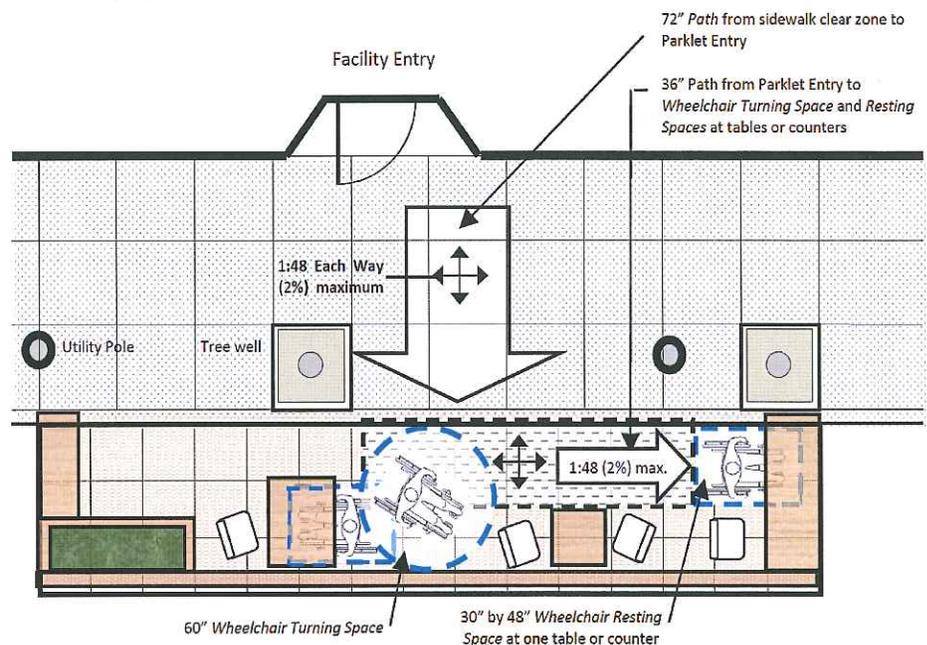
The City of Sacramento seeks to make its public spaces accessible to and usable by individuals with disabilities. This goal extends to parklets, which become an extension of public sidewalks and pedestrian open space. All accessibility elements of the proposed parklet shall be designed, constructed and/or conform to the applicable provisions, rules, regulations and guidelines of the: California Building Standards Codes, Sacramento City Codes, and Americans with Disabilities Act 2010 Standard's accessibility requirements.

### Required Accessibility Features

The following accessibility features shall be provided for each parklet:

**Parklet Path:** A Parklet Path is an accessible route that connects the sidewalk to the Parklet Entry, Deck Surface, Wheelchair Turning Space and Wheelchair Resting Space.

- The Parklet Path shall be 72" wide minimum on the sidewalk and not pass over tree wells. When a 72" path is technically infeasible, then 60" may be allowed, but under no circumstances shall the path be less than 48" wide minimum. Once on the parklets Deck Surface, the Parklet Path shall be 36" wide minimum.
- The cross slope (measured perpendicular to the running slope) along any portion of the Path shall not exceed 1:48 (2%).

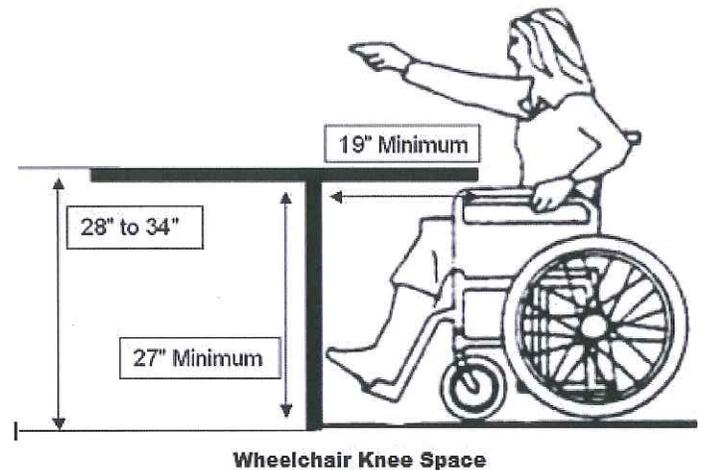


**Parklet Entry:** The Parklet Entry is where the Parklet Path joins the parklets Deck Surface.

- Where the Deck Surface edge abuts existing driveways or curb ramps, the driveway area or curb ramp shall be temporarily filled-in for the duration of the parklets installation. Any openings between the sidewalk and the Deck Surface shall be flush without a horizontal or vertical separation that would allow the passage of a 1/2" sphere.
- Where the curb or a portion of the curb is damaged, has settled lower than the deck surface, or has a separation greater than 1/2", a continuous threshold unit shall span from the deck to the sidewalk surface over the curb. Changes in level from the threshold's top surface material and the deck or the sidewalk shall not exceed 1/2" maximum. Changes in level of 1/4" high maximum shall be permitted to be vertical, and changes in level between 1/4" and 1/2" shall be beveled with a slope not steeper than 1:2.

**Tables, Counters and Drink Rails and Benches:** Where tables, counters, drink rails, or benches are provided, at least one of each feature shall be accessible.

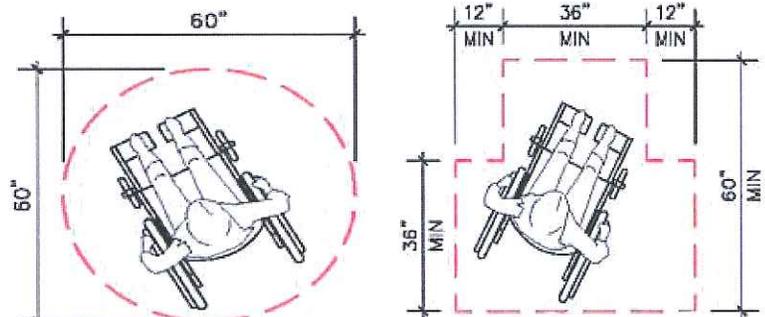
- The height of wheelchair accessible tables, counters and or drink rails shall be 28" to 34" above the Deck Surface or ground. A Wheelchair Resting Area shall be provided adjacent to the accessible tables, counters and drink rails, and the Wheelchair Resting Area shall be accessible by a Parklet Path and a Wheelchair Turning Space.
- Wheelchair accessible tables, counters, or 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.
- A minimum of 36" clearance shall be provided between the edge of a table and another vertical obstruction, so that a wheelchair user can maneuver into the knee space.
- Where fixed counters are provided, a 60" long portion of a fixed counter shall provide the unobstructed knee clearance of at least 27" high, 30" wide and 19" deep.
- 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.
- At fixed benches, a Wheelchair Resting Space shall be provided for a shoulder alignment adjacent to one side of the bench.



**Wheelchair Resting Space:** A Wheelchair Resting Space has a 30" wide by 48" deep clear floor area. Within this space, there shall be no cross slope in any direction that is greater than 1:48 (2%). The Wheelchair Resting Space is permitted to overlap the Wheelchair Turning Space by 24" maximum in any orientation to one another.

**Head Height Clearance:** An 84" minimum head height clearance is required for the Parklet Path, Parklet Entry, and Wheelchair Turning Space. With the exception of knee clearance at tables and counters, horizontal protrusions are not permitted at Wheelchair Resting Spaces.

**Wheelchair Turning Space:** A Wheelchair Turning Space is an accessibility feature that is a circular area 60" minimum in diameter for use by a person with mobility aid to make a 360 degree turn (See Figure A.1 below). This space shall be located entirely within the Parklet, unless otherwise permitted. When the turning space is allowed to encroach over the sidewalk, the maximum encroachment shall be 12" 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 in accordance with Figure A.2 below.



**A.1 Wheelchair Turning Space**

**A.2 "T" Shaped Turning Space**