

Parklets

Definition: A parklet is a sidewalk extension that provides more public space and amenities for people using the street.

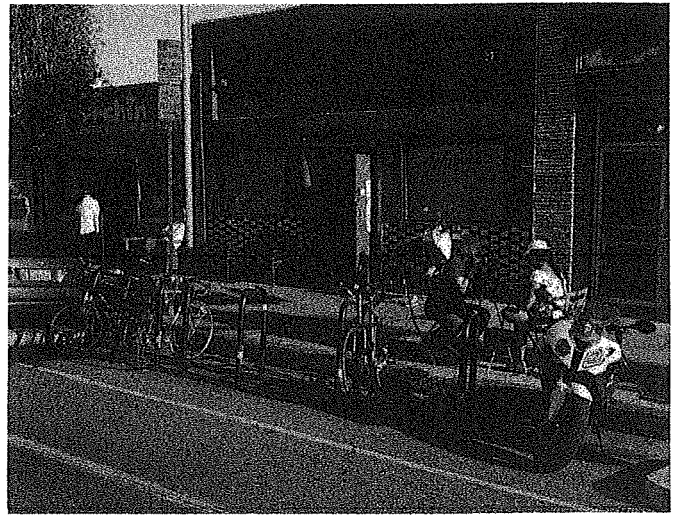
Location Considerations: Parklets are typically installed within 1-3 on-street parking spaces. They work best in areas with unmet demand for public space, usually on thriving neighborhood retail streets or within downtown commercial areas. Avoid blocking bus stops or any active driveways, and look for areas that are free from obstruction of news racks, signs or other street furniture.

Design Considerations: Most parklets feature unique design elements that incorporate seating, landscaping, and/or bike racks. Very short-term demonstration projects (1-2 days) may make use of reclaimed and/or borrowed materials (see below) in order to demonstrate the viability of semi-permanent/seasonal parklet installations using more durable materials.

Components and Materials:

- Wood pallets
- Plywood
- Planters/landscaping
- Astroturf
- Movable seating
- Paint
- Barrier elements, such as bollards or cones

Photo by Street Plans. Pop-up parklet in Atlanta, GA, June 2014.



Bike Corrals

Definition: Bicycle Corrals provide on-street bicycle parking, accommodating up to 16 bicycles in the same area as a single vehicle parking space.

Location Considerations: Bike corrals are usually placed where sidewalks are too narrow to accommodate bicycle racks and in areas with both high levels of people bicycling and demand for bicycle parking. When placed near street corners, a Corral also increases visibility and creates an additional buffer between people walking and people driving. Demonstrations should be planned to re-appropriate 1-2 curbside parking spaces, without blocking bus stops or active driveways. Look for areas that are free from obstruction of news racks, signs or other street furniture.

Design Considerations: Corrals should be at least 8' in width (the width of a typical parking spot). Corral should orient bikes perpendicular to the curb and be designed to allow 10-16 bikes to be parked and secured to a fixed, heavy object.

Components and Materials:

- Bike rack element. Can be created from wood pallets (can be used to park bikes in the slats of the pallet), collapsible A-Frame Bike Racks, or any other rack design that allows bikes to be safety secured.
- Barrier elements - planters, bollards or cones

Photo by Los Angeles DOT.

Where?

What makes a good project site?

Look for a project site that has:

- Support and excitement from nearby property owners (residents, business owners, etc.). You'll need to demonstrate community support for your project, and it is helpful to have some excitement and momentum from the start.
- Activity. For maximum impact, look for a site that will have high volumes of foot/bike traffic during your demonstration. (Don't forget that piggy-backing on an existing event can help you achieve this.)
- "Iconic" identity. Look for a street or intersection that represents something important to a key user group in Burlington. For example, what is that one intersection that people in a particular neighborhood feel unsafe crossing?

At a more detailed level, the optimal location will depend on your project type. Consult the *Location Considerations* in the project descriptions on the pages ahead to get a sense of where each project type is appropriate, and where it will be easiest to permit and implement. No matter the project type, permitting and implementation will be easier if your site features:

- Ample shoulder or greenbelt area that can be used to stage supplies or work on the project. Curbside parking is almost always a desirable trait in a project site, as parking can be temporarily restricted in a few spaces during the event.
- Existing walk/bike infrastructure that can be upgraded. For example, you can make a big impact by adding protective/barrier elements to an existing, conventional bike lane.
- Limited curb cuts for driveways / driveway access
- Minimal conflict with transit, waste collection, or emergency vehicle response routes.
- Absence of construction projects in the immediate vicinity during the time period you're targeting for the demonstration.

- Free of physical features that significantly limit visibility (curves, hills, etc.)
- Manageable traffic volumes/speeds. Look for streets that can *either* be closed for a short period without major traffic disruptions (such as a neighborhood street) *or* that has enough space to allow traffic flow to continue while you install or clean-up the project. (See page 22 for more info on traffic control.) While not impossible, demonstration projects will be more difficult to permit on main arterial streets such as Pearl Street, Main Street, and Colchester Avenue, due to traffic control and safety considerations. Note that projects cannot be located on VT Route 127. Proposals for Routes 2, 7 or Alternate Route 7 are approved on a case by case basis and may require additional review.

The Design and Location Criteria chart on the following page provides a checklist of items which will help you select a site that will be quick and easy to approve.

Once you have a potential project location in mind, visit your site to observe and document existing conditions. If it is safe to do so, enter the road with caution, and measure widths of existing lanes, sidewalks, greenspace, etc. Take photographs to illustrate the "before" conditions - you'll want to compare these to your work "after" the demonstration is installed. The data you collect during the site visit will help you refine your ideas and create the Phase 1 initial proposal to the city.



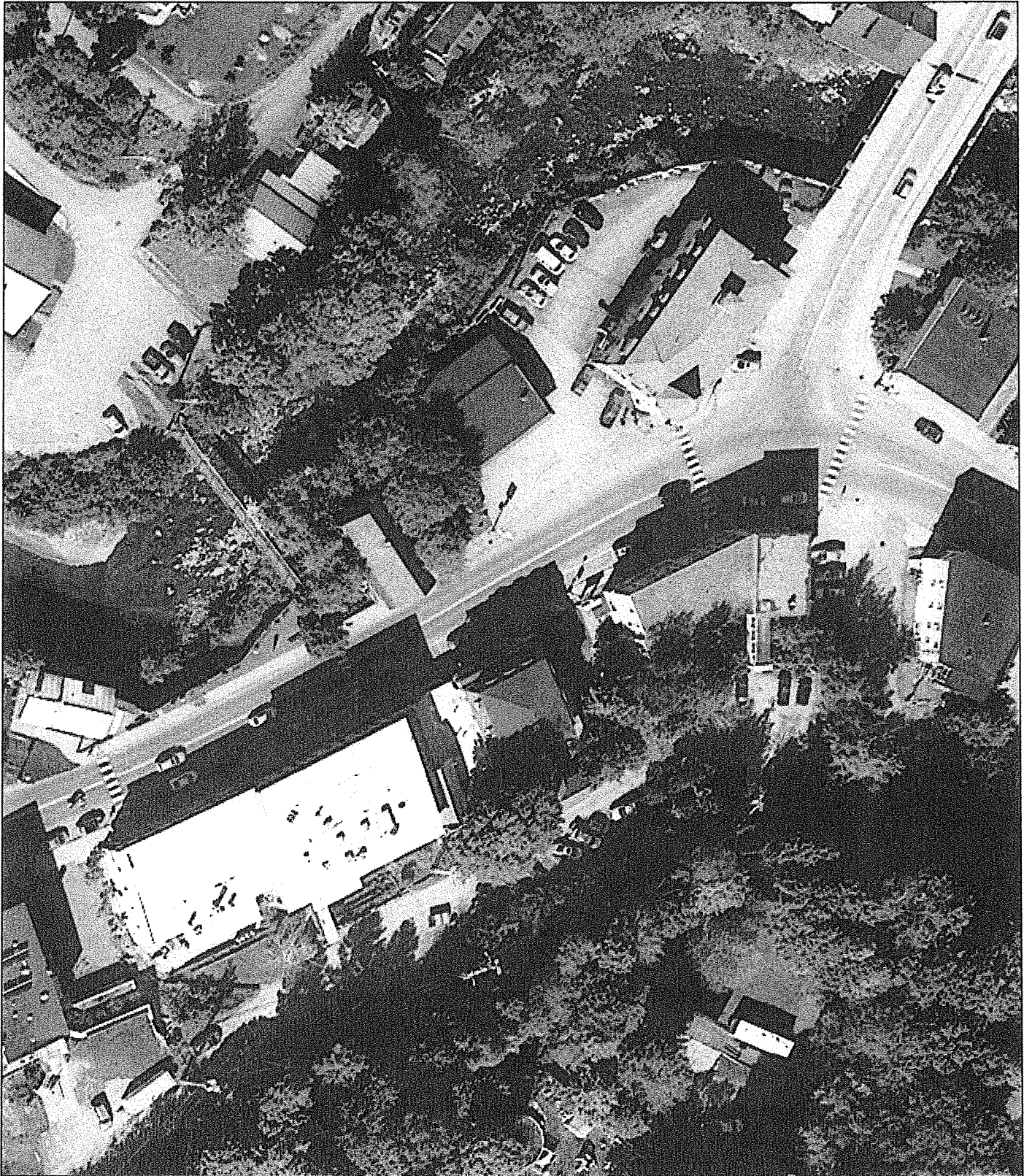
Hardwick, VT



1 inch = 67 Feet

March 6, 2019

www.cai-tech.com



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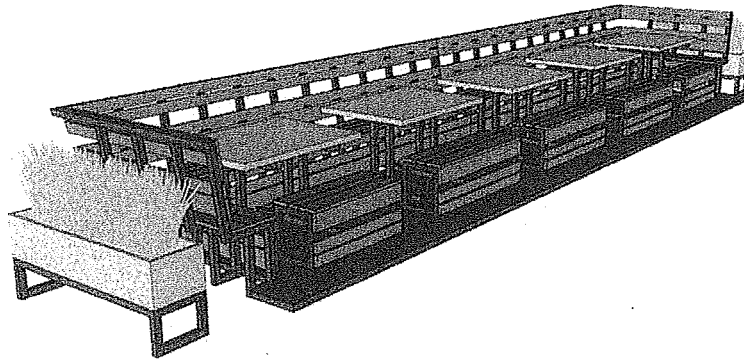
VERMONT'S INDEPENDENT VOICE

ARTS + LIFE » ARTS NEWS

AUGUST 26, 2015

Montpelier's Positive Pie Gets a New 'Parklet'

By PAMELA POLSTON @PAMELA7D



Positive Pie parklet

COURTESY OF ANOMAL

The car-driving public tends to get huffy about the proposed loss of public parking spots. But the denizens of Vermont's capital city are apparently on board with a new "parklet" that will soon occupy two parking spaces in front of **Positive Pie** on State Street.

Montpelier design and fabrication shop **Anomal** created the movable extension of the popular restaurant and music venue and aims to install it on Tuesday, September 1, according to Anomal co-owner **Chris Kiper**. About 20 feet long, it includes an outdoor seating area in the form of a long banquette, five small tables and benches, with container plantings at either end. The extension echoes the work Anomal did for the restaurant's interior.

Positive Pie owner **Carlo Rovetto** wanted an "industrial-looking space," says Kiper. That is right in Anomal's wheelhouse: "Industrial is kind of our foremost design principle," Kiper says. "We do concrete installations, metalworking and woodworking — the holy trinity of our design." (The company is also known for its tiny-house construction and the metal marquee of Montpelier's **Savoy Theater**.)

So where's the *park* in the parklet?

The term refers to human-built areas for people to sit, rest and hang out, which generally borrow space from a street. According to **Ashley Witzenberger**, executive director of **Montpelier Alive**, outdoor seating areas lend vibrancy to a downtown. And creating a vibrant downtown is exactly the mission of this nonprofit. The whole parklet thing, Witzenberger explains, was "born from the Montpelier Alive design committee," which had seen and liked similar projects out West three years ago. (San Francisco is credited with creating the first one.) City officials proceeded to hold a series of meetings and eventually approved a pilot project consisting of three parklets for the downtown, covering six parking spots.

The committee was "warned about the parking challenge," Witzenberger concedes. "But most people came around when it was put to use."

She's referring to the first Montpelier parklet, installed on the Rialto Bridge next to Capitol Grounds last year. That commission went to architect **Ward Joyce** and his students at Vermont Technical College, and it was a genuine public space. "People would meet up there, it encouraged people to talk to each other, and it was very popular during farmers market," says Witzemberger, ticking off the merits of the installation. "It was good for restaurants that have no outdoor seating," she continues. "Musicians liked it, too — they would play for people gathered there."

But, this being Vermont, snowplows rule come winter, and such a structure can't remain in the street. Not that even the hardiest downtowners would want to sit outside when temperatures plummet. Witzemberger says that Joyce and his students hauled their parklet back to VTC, deconstructed it and put it back together again over the winter. It is now installed in a pocket park in the alley next to Charlie-O's World Famous on Main Street.

Positive Pie applied for its own parklet last year, but not in time to get approval at that point, Witzemberger says. Because the pizzeria serves alcohol, it had additional hoops to jump through, she notes.

Asked if locals react differently to a commercially owned parklet than they do to a public, open-access one, the Montpelier Alive director comments, "Some other restaurants are in spots where they can't have them, and it's unfortunate. They're waiting to see what happens. But for the most part there's been good response," Witzemberger says. "No one is really upset."

Many merchants aren't eager to invest in their own parklet, she observes, given that it can only be used for half the year. And the expenses include reimbursing the city for the lost parking revenue. (Positive Pie paid a prorated amount of \$600 for its truncated parklet "season," Witzemberger reveals.) But a restaurant arguably has a good chance of making that up in food and drink sales. Accordingly, "We're looking at a space by Three Penny [Taproom]," Witzemberger says, "but the angled parking there made it difficult."

In other words, Montpelier's third park-let will most likely not appear until next year.

Meantime, Anomal's handsome al fresco dining room will be open through October 15.

The original print version of this article was headlined "An Anomal-Designed 'Parklet' Expands Outdoor Seating in Montpelier"

related locations

Positive Pie (Montpelier)

22 State St., Montpelier

802-229-0453

www.positivepie.com

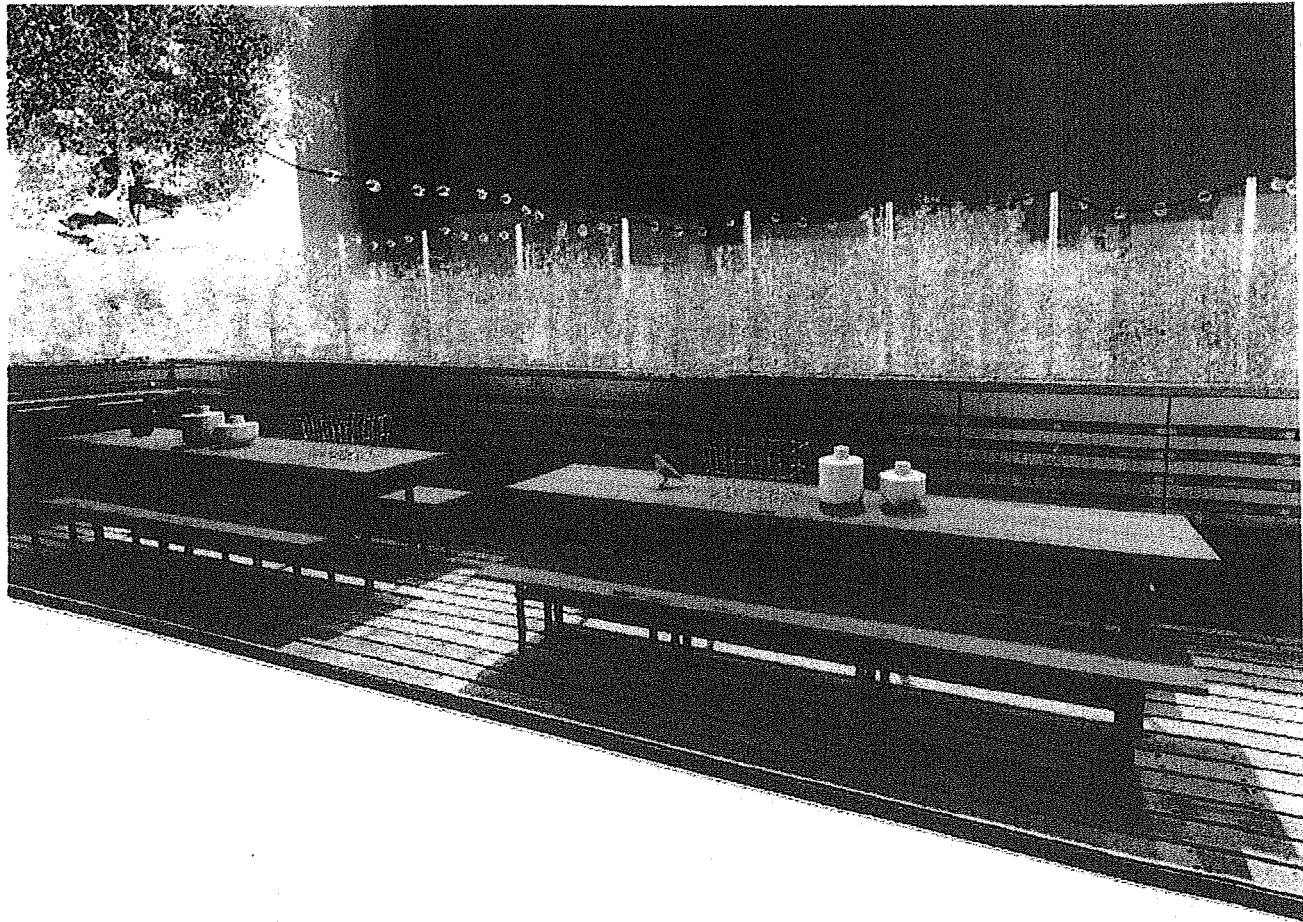
(based on 18 user reviews)

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<https://www.timesargus.com/articles/heated-debate-as-council-oks-down-home-parklet/>

Heated debate as council OKs Down Home parklet

By STEPHEN MILLSSTAFF WRITER May 12, 2018



5 PARKLET VIEW TOWARDS LANGDON AND MAIN
 2018 N7S

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MONTPELIER — The debate over loss of parking and lack of access by the public surfaced again as the City Council approved a new application for a "parklet" by Down Home Kitchen in the Capital City. Parklets — outdoor seating and dining areas that occupy parking spaces outside businesses that petition for them — continue to have supporters and detractors following a formal ordinance approved by the City Council last year. On Wednesday, business owners, members of the public and council members spoke about an application by Mary Alice Proffitt, owner of Down Home Kitchen on Main Street. Proffitt requested a parklet that would occupy three parking spaces

alongside her business on Langdon Street. The parklet ordinance allows for up to six parking spaces in the city to be occupied by parklets. Two other grandfathered parklets — two spaces for Positive Pie on State Street and a single space for the public pocket park on Main Street — will occupy the other three spaces this year. Parklet owners must pay the \$810 value of a metered parking space over 27 weeks at \$30 a week during the season, May 1 to Nov. 8.

Councilor Rosie Krueger, a strong opponent of parklets in public parking spaces that are not open to the public except after the applicant has closed for the day, expressed her opposition to Proffitt's proposal. "I would be very supportive of this if it was just a general public parklet," Krueger said. Krueger also noted that Proffitt would occupy all three remaining spaces available for three years of a maximum-length permit and was concerned about the size of the parklet on the street. Proffitt said she requested the parklet to create more outdoor recreational space and attract visitors to the city. "The point of the parklet is to provide more outdoor space for the community to be able to be outside," Proffitt said. "It's a very, very short period of time in terms of a weather window living in Vermont." Proffitt said she also planned to open a maple creamee window during the warmer months. Proffitt said she has engaged an architect to design an attractive enclosure that would be screened by river birch trees and sweet peas. Proffitt said she wanted to support her business and employees through increased sales. "In order to be able to handle the minimum-wage law that's going into effect soon, and the other high costs of doing actual real-from-scratch food — that's a real expensive kind of food — we have to be able to grow and do more business hours," Proffitt said. Proffitt said she addressed traffic access and safety issues for vehicles entering the street in discussion of her application with the Design Review Committee. Proffitt said she has tried to work with other nearby businesses that compete for food service but said she had struggled to do so. "That's been my experience for three years with the people that are in this room that have a problem with this parklet," Proffitt said. In answer to Krueger's concerns, Proffitt said: "Sometimes I think you have to sacrifice a few parking spots to do something creative and exciting to draw people into your town to spend money." Yvonne Baab, owner of Global Gifts on Langdon Street, complained about the loss of three parking places on the street, and said she was not directly informed until she heard about it from the Montpelier Business Association. "I dislike the idea of a parklet as a commercial endeavor. I like it as a community space," Baab said. If Proffitt needed to increase her income, she should increase her hours, "not her square footage," Baab added. Baab said the takeout window for ice cream and other food orders would create a demand for parking where the parklet would be placed, putting pressure on other public and private parking on Langdon Street, Baab said. Resident Susan Banfield Abdo spoke in favor of Proffitt's plans to open

a creamee window, saying it would attract families and children and support efforts to create a "walkable" downtown for visitors. Resident Steve Whittaker said the parklet would make access to Langdon Street more difficult for large trucks and force people across the street to the other sidewalk on Langdon Street. In addition to the loss of three parking spaces, Brad Lamell of Langdon Street Tavern said Proffitt's parklet would add to sidewalk obstruction when Onion River Outdoors puts up its seasonal sidewalk parklet (which does not extend into parking space). Another tavern employee said the parklet could complicate street closures for events on Langdon Street. The council voted 4-2 in favor of the parklet, with Councilors Krueger and Glen Coburn Hutchison voting against. stephen.mills@timesargus.com



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TOWN OF HARDWICK

PARKLET ORDINANCE

Sec. -1. This ordinance is intended to regulate the temporary establishment, maintenance and operation of space within dedicated street and highway right-of-way limits for public, private, civic and commercial use as parklets. An parklet approved by the Selectboard prior to the enactment of this ordinance shall comply with the ordinance as enacted.

Sec. -2. Parklets are public seating platforms that convert curbside parking spaces into vibrant community spaces. Most parklets have a distinctive design that incorporates seating, greenery, and/or bike racks and accommodate unmet demand for public space on thriving neighborhood retail streets or commercial areas. (National Association of City Transportation Officials)

Sec. -3. The Selectboard shall designate the location and boundaries of space within one or more dedicated streets or highways as areas in which parklets may be established and maintained. Such designation will take into consideration impediment to public use of streets and highways, vehicular and pedestrian safety, congestion, noise, litter and public health.

Sec. - 4. The Selectboard may allow parklets covering up to four parking spaces in total. No single parklet will exceed two parking spaces. Applications may be submitted between the dates of November 1 and April 1. Selectboard consideration of all submitted applications will be completed between April 15 and June 1 of any given year unless extended due to issues raised during the application process. The approved application will extend for up to two summer seasons with an expiration date of November 15 or prior to the season's first forecast snow storm of the applicable year; parklet owners may apply for renewal after expiration. Public notice of application shall be posted no less than 10 days prior to the Selectboard meeting when the application is being considered.

Sec. -5. A person seeking to install a parklet in a designated location shall submit a completed application form and parklet plan (architectural renderings & site plan) to the Town Manager or his/her designee between November 1 and April 1, and shall remit to the Town Clerk a non-refundable application fee of \$50.00 (or as may be amended from time to time). At the time of application, they shall also provide direct notice of their application to businesses within 150 feet of the proposed parklet location. The application will not be considered complete until applicant provides a list of businesses that have been provided notice and the dates and method by which such notice was provided.

Sec. -6. The Selectboard may, at its option in a particular instance, request advisory opinions from the Planning Commission and Town staff, including the Town Manager,

Public Works Department and the Police Department, assessing the following technical compliance criteria:

- . (a) Suitable location in central business district (Designated Village Center);
- . (b) Pedestrian access and ADA accessibility;
- . (c) Material maintenance, installation and removal portability;
- . (d) Attractiveness and durability of design;
- . (e) Safety considerations, including barriers, traffic signs, railings, wind stresses, traffic & pedestrian visibility;
- . (e) Assignment of maintenance responsibility – trash, etc;
- . (f) Drainage management & access; and
- . (g) Design and placement: Service access to public and private utilities, Maximum of 7-foot width,

Maintain paths of water drainage from center line of road to curb, and along the curb, Finished surface of parklet floor to be flush with curb, 1/2 inch gap max, 4-foot distance from parklet to wheel stop, 3-foot wheel stop installed 1' from curb,

Reflective soft hit posts at each corner of the parklet-occupied parking space, and Protected outside edge with Manual on Uniform Traffic Control Devices-compliant object markers.

Parklets may feature:

- . (a) Tables, chairs, and umbrellas
- . (b) Benches
- . (c) Planters, a trellis, and landscaping features
- . (d) Art Work and signage
- . (e) Bike Racks

While other features may be acceptable, the goal of these spaces is to enhance the pedestrian experience downtown by providing places for activities on the commercial streets of the Town. Parklets may only be restricted to use by patrons of a particular establishment or group of cooperating businesses during their operating hours, and otherwise must be open to the general public for their enjoyment. Parklets may be used as

an accessory space for a nearby business or businesses, but they may not be used as a stand-alone place of business. All parklets shall include signage which indicates the hours of private operation and states that the parklet is open to the public at other times.

Sec. -7. The applicant must secure any Town and State permits that may be required, including but not limited to floodplain approval under the Town's regulations and water/wastewater approval from the State.

The Selectboard shall consider the following when determining whether to approve a parklet application:

- (a) Impact on the residents and businesses in the immediate area
- (b) Public Comments
- (c) Comments from Town departments and boards including the technical criteria
- (d) Aesthetics
- (e) Applicant's experience with prior parklets include) ing public health, public safety and utilization
- (f) Geographic distribution of parklets
- (g) Variety of parklets – style and usage
- (h) In a conflict over available parking spaces, preference will be given to full public use parklets over privately owned and operated parklets.

After consideration of the above factors, the Selectboard– at its sole discretion – may approve or deny any application.

The Town reserves the right to order or undertake the immediate removal of a parklet in the event of an emergency or street maintenance or repair.

The Selectboard may terminate the permit prior to expiration based on violation of ordinances, improper use of the parklet or evidence of negative impact in the area. Prior to any formal termination action, the Selectboard will refer the issue to the Community Justice Center (CJC). In the event that the restorative justice process is not successful, CJC may refer the matter back to the Selectboard.

Termination may only occur following a public hearing at a regularly warned Selectboard meeting. The Town will provide a 15 day notice of the hearing to the permit holder. Such notice will include the potential reasons for termination. The permit holder will be provided the opportunity to address the stated concerns. The hearing will be conducted in the same manner as regular Selectboard meetings. Termination will be at the discretion of the Selectboard following the hearing. In the event that a permit is terminated, the Town will refund a prorated amount of fees paid based on the time of actual use.

Following Town staff report, Planning Commission advisory opinion, and approval by the Selectboard, each applicant shall enter into an agreement with the Town under which

the applicant shall construct and operate the parklet, as well as provide specified daily maintenance. The applicant's failure to comply with said agreement shall result in the termination of applicant's approval to install and operate the parklet, and removal of said parklet immediately upon receipt of notice, and restoration of the area to a condition at least equal to pre-existing conditions. The Town reserves the right to take legal action to recover costs if applicant fails to remove parklet in a required time frame and the Town must handle removal. The applicant is responsible for all costs incurred by the Town in remediating any non-conformance with the ordinance or the agreement, or for parklet removal and site restoration.

The applicant's interest in the agreement under Section 7 is not assignable without the prior consent of the Town.

Sec. -8. Prior to the construction, installation or operation of any parklet component, the applicant shall:

(a) Furnish the Town Clerk with proof of comprehensive general liability insurance in a minimum of \$1,000,000 per occurrence, naming the Town as additional insured.

Sec. -9. At all times the parklet is in operation, smoking is prohibited and the applicant shall conform to all laws and regulations relating to the sale and consumption of alcoholic beverages and food safety within the parklet.

Sec. -10. Parklets may be maintained and operated only during the period commencing May 1st until November 15 of each year.

Enacted _____, Date of Publication: _____.

Effective Date: _____.