



# Parklet Design Guidelines

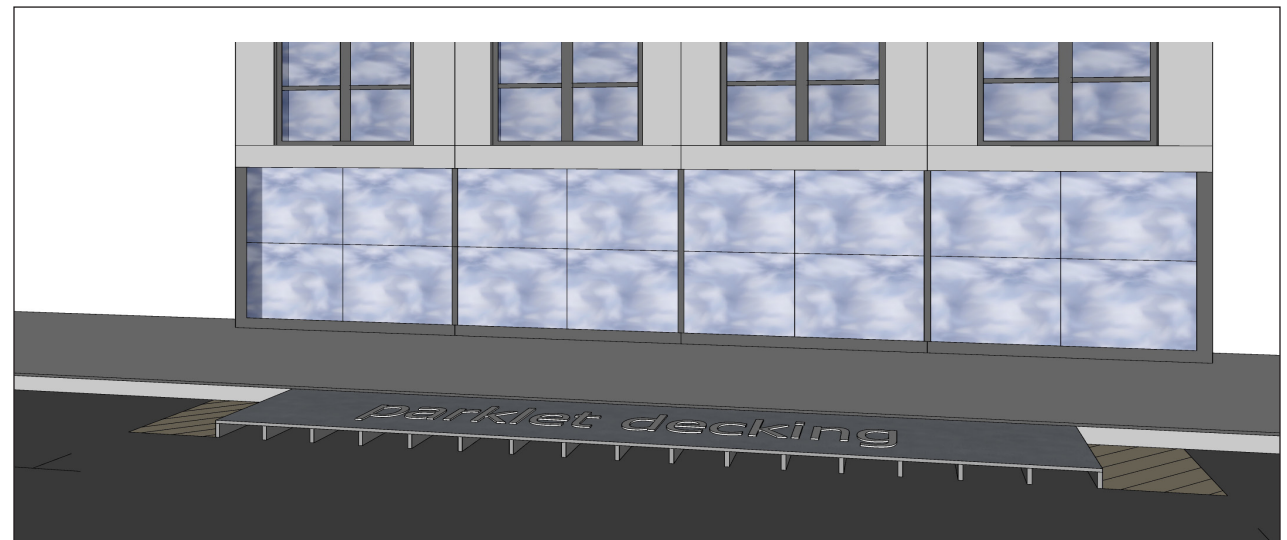
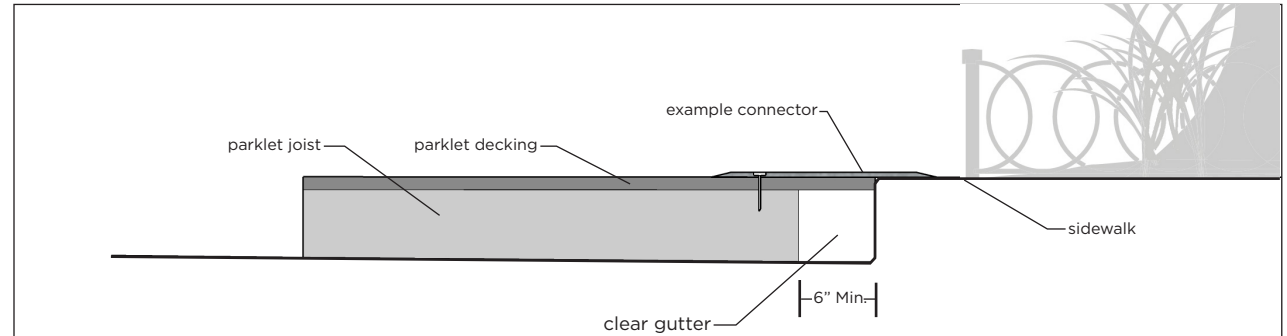
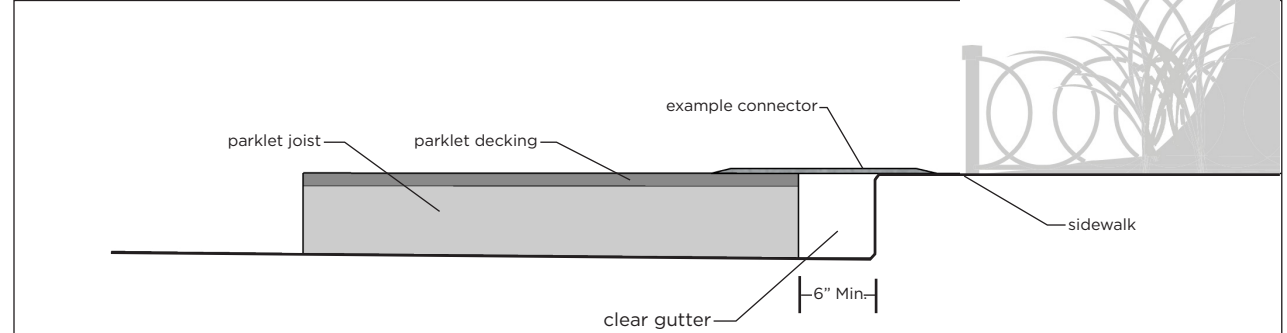
A Placemaking Initiative of the City of Richmond, Virginia  
Departments of Planning & Development Review, Public Works & Public Utilities  
Levar M. Stoney, Mayor  
June 2016



## DESIGN PHASE Building the Parklets

### INSTALLATION:

- The platform must be easily assembled and disassembled.
- The platform should allow for easy access underneath the platform; curbside drainage must not be impeded. A 6" gap from the face of the curb is desired.
- The parklet decking should not contact the street surface in order to facilitate the movement of water.



\* Diagram is not to scale.

### REMEMBER:

Parklets must be accessible and safe. All parklet designs must satisfy all of the requirements listed here. Stamped engineering drawings for loading will be required.

### ADDITIONAL SAFETY MEASURES:

- Parklets must be visible at night and must include a reflective element in their design or in surrounding soft hit posts. Reflective elements may include but are not limited to: signage, asphalt paint, collapsible bollards, cladding material, etc.
- Parklets may have wheel stops installed 4' from the curb. Wheel stops may be affixed to the asphalt using a drill and bolts, provided the holes are filled with a polyurethane caulk, or a flat head screw, if the parklet is removed.
- Bike racks, planters, collapsible bollards, and other site features associated with parklets may be used as buffers for creative safety measures.
- Parklet design must incorporate any additional safety measures requested by the Department of Public Works.

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4033 Judah Street Parklet (Hosted by Trouble Coffee)  
Photo by: San Francisco Planning Department