



People St

# Kit of Parts for Parklets

SPRING 2020

**LADOT**

**Dear Angelenos,**

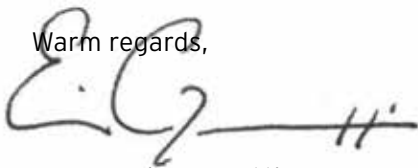
I am pleased to invite you to present your ideas to be a part of **People St**, a program that transforms neighborhoods across our city. People St was developed by the Los Angeles Department of Transportation (LADOT) in collaboration with the Los Angeles Departments of Public Works and City Planning, and the Los Angeles County Metropolitan Transportation Authority (Metro), all of whom will work closely with community groups on this effort.

People St represents one of the many tools in our **Great Streets** toolbox. We are working to change the way Angelenos interact with the built environment, while using existing government resources to make City Hall work better for our residents and businesses. Fundamental to People St is its bottom-up, community-based approach. I am proud of our city's transportation and planning experts, but no one knows more about our neighborhoods than you.

It is fitting that such an innovative program will be taking root here in Los Angeles, where we are experiencing a fundamental shift in how we make our city streets safer and more enjoyable. I look forward to the many new Plazas, Parklets, and Bicycle Corrals that will be created by People St and am excited to continue working with all of our departments to spearhead other creative initiatives.

Please join me and all of us at the City of Los Angeles in fostering Great Streets in our neighborhoods and communities. We look forward to seeing you on the street.

Warm regards,



**Mayor Eric Garcetti**



The **People St Program** was created by the City of Los Angeles Department of Transportation (LADOT) in collaboration with the City of Los Angeles Departments of Public Works and City Planning, the Office of Mayor Eric Garcetti, and the Los Angeles County Metropolitan Transportation Authority (Metro).

## PEOPLE ST PROGRAM

### **Project Management**

Kevin Ocubillo

## CONSULTANTS & PROJECT FORMALIZATION

### **Environmental Graphic Design and Brand Identity**

Emily Morishita

Raymond Dang

### **Architecture and Kit-of-Parts Design**

Daveed Kapoor, utopiad.org

Rob Berry, Berry and Linné

### **Project Evaluation Manual**

Robin Abad Ocubillo, Parklet Studies

### **Information Architecture/Website**

Mike Manalo

## CITY OF LOS ANGELES

### **Department of Transportation**

Seleta Reynolds, General Manager

Dan Mitchell

Pauline Chan

Margot Ocañas

Valerie Watson

Nat Gale

Michelle Mowery

Rubina Ghazarian

Elizabeth Gallardo

Karina Macias

Jay Kim

Tomas Carranza

Christopher Hy

Miles Mitchell

Tim Conger

Tony Ho

Steve Gaur

Sanjana Mada

### **Department of City Planning**

Simon Pastucha

### **Bureau of Engineering**

Randy Price

Essam Amarragy

### **Bureau of Street Services**

Lance Oishi

### **Bureau of Contract Administration**

Russ Strazella

### **City of Los Angeles Fire Department**

Captain David Sifuentes

## METRO

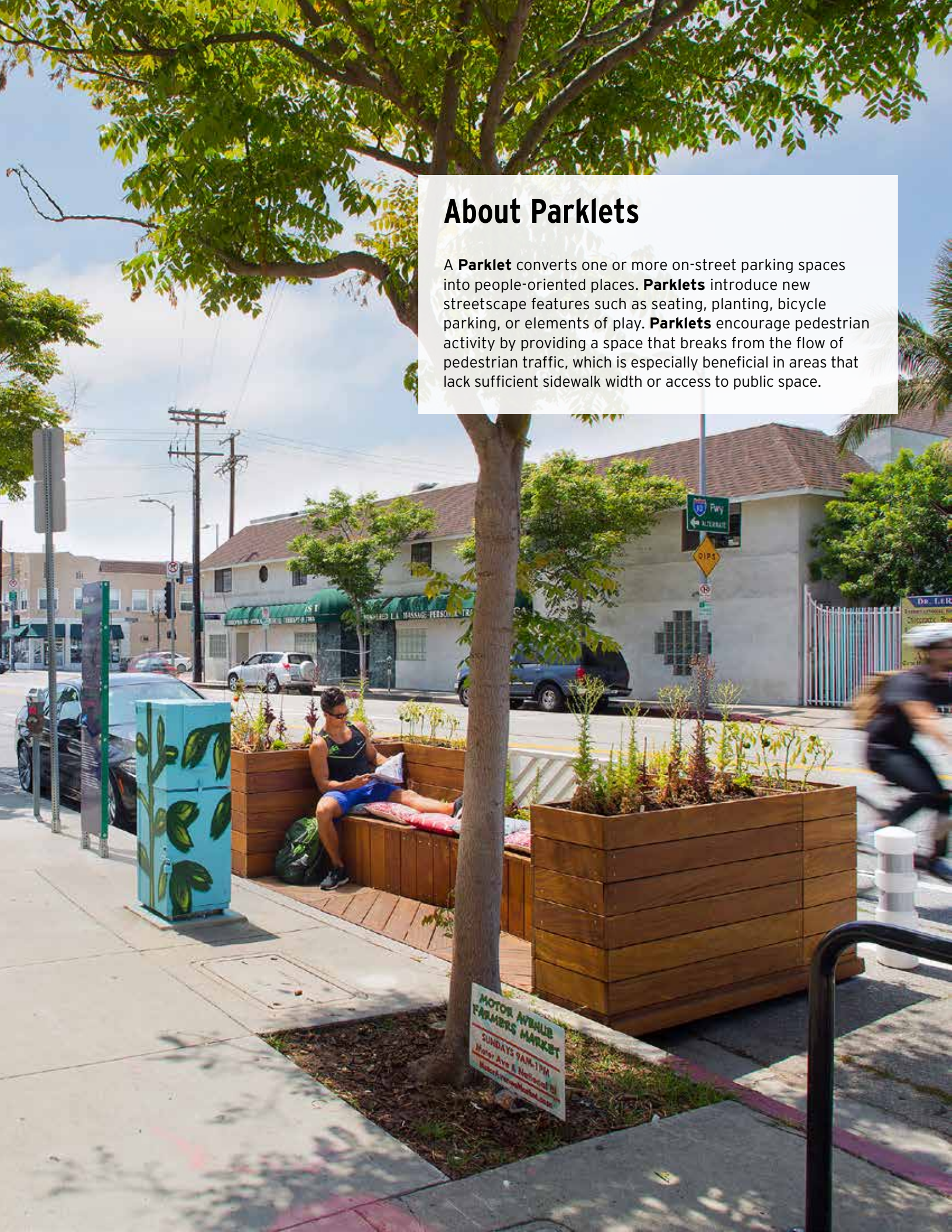
Julia Salinas

# Contents

5	<b>PARKLET TYPOLOGIES</b> Sidewalk Cafe Sidewalk Extension Landscape Lounge
21	<b>COMPONENTS</b> Deck Support System Decking Planter Boxes & Plantings Benches & Furnishings Parklet Perimeter Parklet Delineation Elements
29	<b>ROADBED GRAPHICS</b>
33	<b>SIGNAGE</b>
35	<b>PRELIMINARY BUDGETS</b>

## About Parklets

A **Parklet** converts one or more on-street parking spaces into people-oriented places. **Parklets** introduce new streetscape features such as seating, planting, bicycle parking, or elements of play. **Parklets** encourage pedestrian activity by providing a space that breaks from the flow of pedestrian traffic, which is especially beneficial in areas that lack sufficient sidewalk width or access to public space.



# How to Use the Kit of Parts for Parklets

People St offers preapproved Parklet models to expedite the approval and implementation of Parklet projects. Refer to the **Parklet Application Manual** for information about the process of installing a Parklet. Once you have an approved site and application as a Community Partner, use this **Kit of Parts for Parklets** to develop the design. LADOT recommends working with a design professional and/or licensed general contractor.

Community Partners should select one of the Parklet models described in this document for their Parklet, keeping in mind specific project goals and site location.

Each Parklet model is a complete configuration with the indicated components, materials, and furnishings considered part of the preapproved design. Details and component descriptions for each configuration can be found in the **Kit of Parts for Parklets Technical Appendix**. Options are limited to items specifically called out in this document and in the Technical Appendix. At this time, it is not possible to mix and match components between Parklet models. Community Partners must work with LADOT to arrange bicycle racks and signage components for each Parklet as described in this document.

## STEP 1: CHOOSE YOUR PARKLET.

The **Kit of Parts for Parklets** contains 11 Parklet models, organized by three types: Sidewalk Café, Sidewalk Extension, and Landscape Lounge. Community Partners should select the model that works best for their needs.

Community Partners can select from one of the three standard color schemes for the Parklets or propose alternative colors and finishes. The standard color schemes provide coordinated color selections for painted perimeter treatments, decking, furnishings, and roadbed graphics. Please note that alternative color schemes proposed by Community Partners will be subject to review and approval by LADOT.

## STEP 2: CONSULT TECHNICAL APPENDIX.

The **Kit of Parts for Parklets Technical Appendix** includes detailed drawings for each Parklet, including standard details and module plans and sections, as well as detailed information on environmental graphics, furnishings, and components. Community Partners should use the Technical Appendix to develop required drawings for their Parklet. LADOT strongly encourages Community Partners to engage a design professional to assist with the drawings and technical aspects of their Parklet project.

## STEP 3: WORK WITH LADOT.

Once a Parklet model has been selected, Community Partners must work with LADOT to complete the process.

# Parklet Typologies

## About Parklet Types

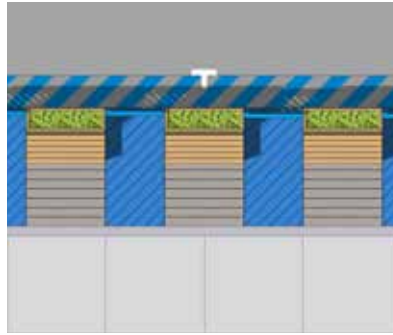
People St offers three types of Parklets: Sidewalk Café, Sidewalk Extension, and Landscape Lounge. These types provide a range of uses and amenities, allowing community organizations, business owners, and other groups the opportunity to select a Parklet design that best fits their goals and needs while complementing existing and future uses along the street. Several distinct design configurations are available within each type.



Café seating and perimeter planter boxes

### A SIDEWALK CAFÉ

The Sidewalk Café is filled with seating and tables, providing ample spaces for lunch, sharing coffee with friends, or catching up on work.



Expanded sidewalk and new seating areas

### B SIDEWALK EXTENSION

The Sidewalk Extension offers pedestrians more room to get around or take a quick break on particularly narrow or busy sidewalks.



Benches with integrated planters

### C LANDSCAPE LOUNGE

The Landscape Lounge combines diverse seating with abundant plantings to create unique lounging opportunities.

## VARYING PRICE POINTS

Understanding that different Community Partners will have different resources available, the configurations of each type are designed with varying price points in mind. Within each type, a base model is offered as a cost-effective option for Community Partners with limited budgets. More complex configurations are provided for groups with access to grants or other funding sources.

## MODULAR COMPONENTS

The Parklets use modular components with standardized details to simplify construction and assembly. The base model within each type is designed to be easily constructed with materials readily available from local suppliers. The more complex models may require custom fabrication of some components and the services of experienced professionals for proper installation.

## SAFETY FEATURES

Safety features are incorporated into each Parklet. Standard safety features include wheel stops, large fiberglass planters, and retro-reflective materials. Additionally, the design of each configuration considers the safety of users in the arrangement of planters, perimeter treatments, and furnishings.

## Sidewalk Café

The Sidewalk Café introduces a concentration of benches, tables, and chairs to slow down the bustle of the sidewalk with a casual gathering place. The spaces are informal and relaxed, with benches and movable furnishings that accommodate both individuals and larger groups. Planter boxes along the perimeter offer a green buffer between users of the Parklets and adjacent traffic. These are spots to meet with friends to eat, work outside with a colleague on a beautiful day, or take a moment to relax and enjoy the street scene.

The configurations of the Sidewalk Café offer different approaches to communal seating. The base model mixes café tables and chairs with built-in benches. The two other configurations feature distinct seating components: in one, a long double-sided bench with integrated tables is located along the curb; a bar-height counter with movable stools is located curbside in the other.

Two half-sized models are also available, one that fits in a 20-foot parking spot and one that uses a 20-foot spot plus a portion of an adjacent red zone.



Cafe Roma Parklet in San Francisco by Rebar



NOE Parklet in San Francisco by RG-Architecture



Spring St Parklet in Downtown LA

## A1/2: The Spot

The Spot offers a cozy place to sit and relax within the footprint of a single parking space. Benches and planter boxes create banquette seating that pairs with a movable café table and chair. A perforated steel perimeter and standard safety features are also included. An optional on-street bicycle rack may be installed on concrete surface with LADOT approval.



### DESIGN COMPONENTS

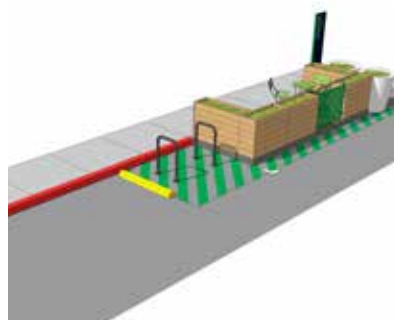
- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood planter boxes
- Wood benches
- Perforated or steel flat bar perimeter treatment
- Café-series furnishings
- Standard safety features



## A3/4: The Pit Stop

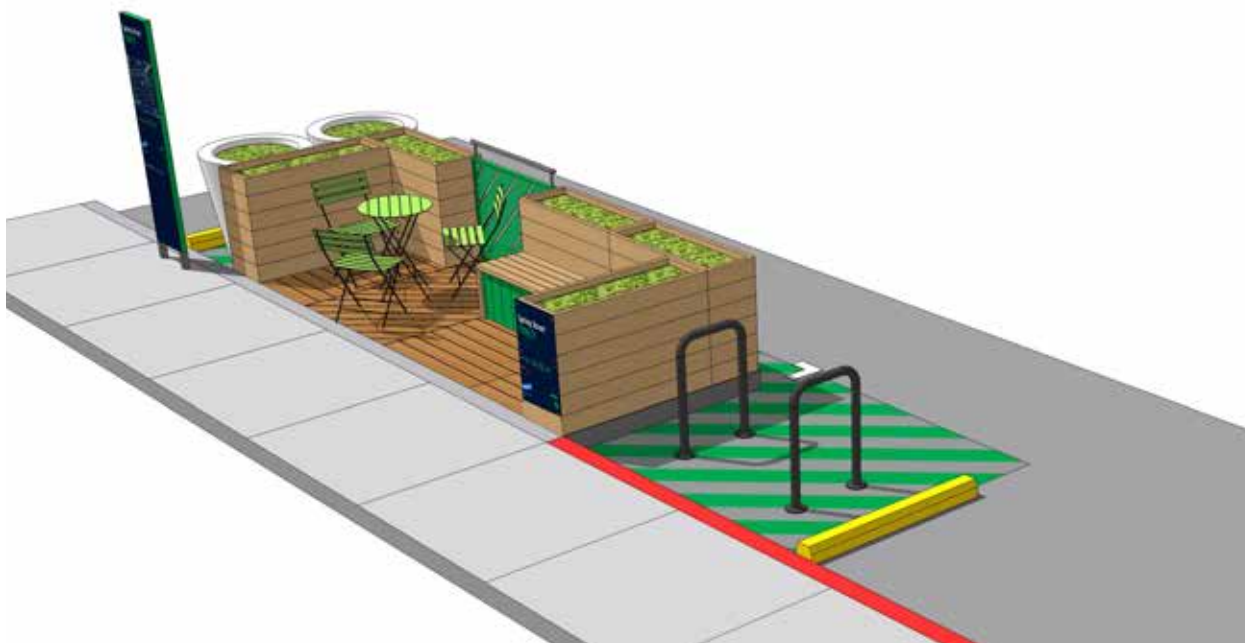
The Pit Stop combines a movable café table and chairs with a wood bench to create a momentary pause along the sidewalk. The Parklet is enclosed with wood planter boxes and a perforated steel perimeter treatment. Additionally, on-street bicycle racks may be installed on concrete surface with LADOT approval.

This Parklet is intended to use a portion of a red-curb zone adjacent to a single parking spot. Proposed sites must be evaluated and approved by LADOT to confirm that use of the red curb zone is acceptable.



### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood planter boxes
- Wood benches
- Perforated-steel perimeter treatment
- Café-series furnishings
- Standard safety features



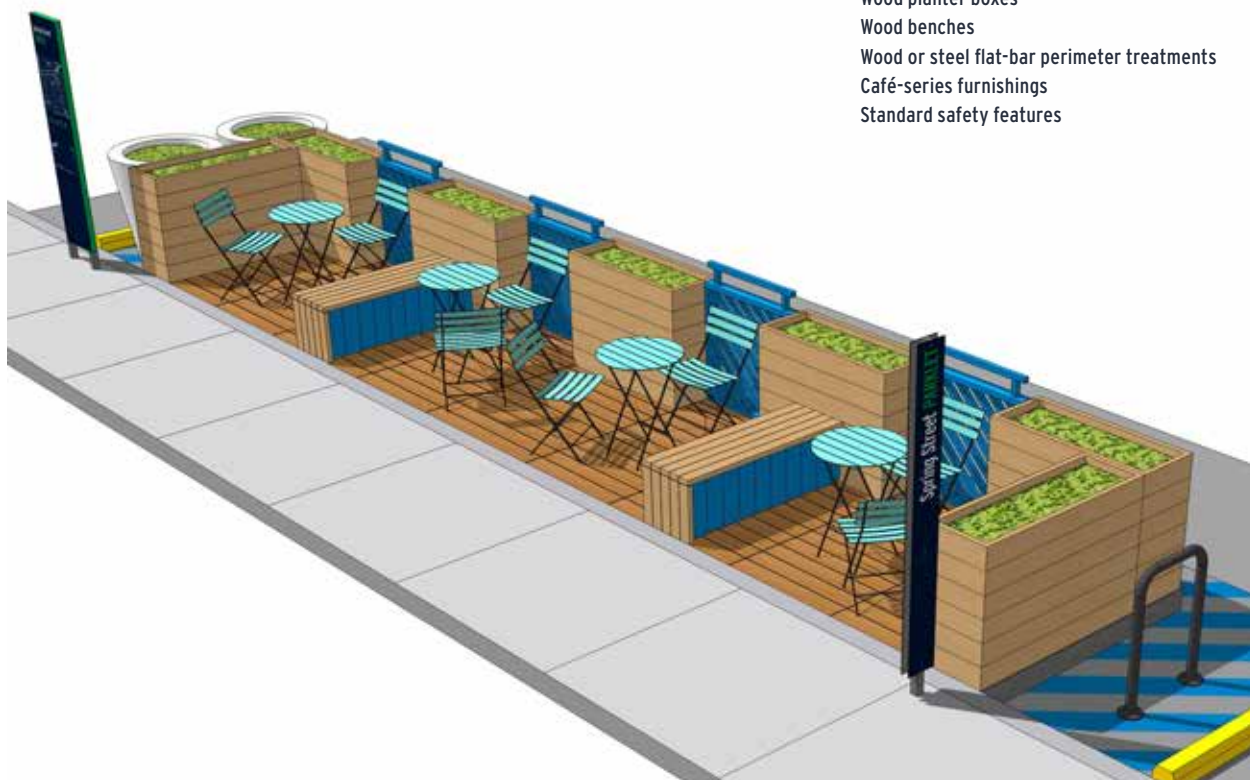
## A1: The Café

In the Café, movable café tables and chairs alternate with wood benches, creating multiple possible seating options. Tables and chairs can be pushed together or pulled up to a bench for a group. Individuals might find a spot on a bench or grab a single chair and table. Wood planter boxes and a wood or steel flat bar perimeter treatment enclose the Parklet.



### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood planter boxes
- Wood benches
- Wood or steel flat-bar perimeter treatments
- Café-series furnishings
- Standard safety features



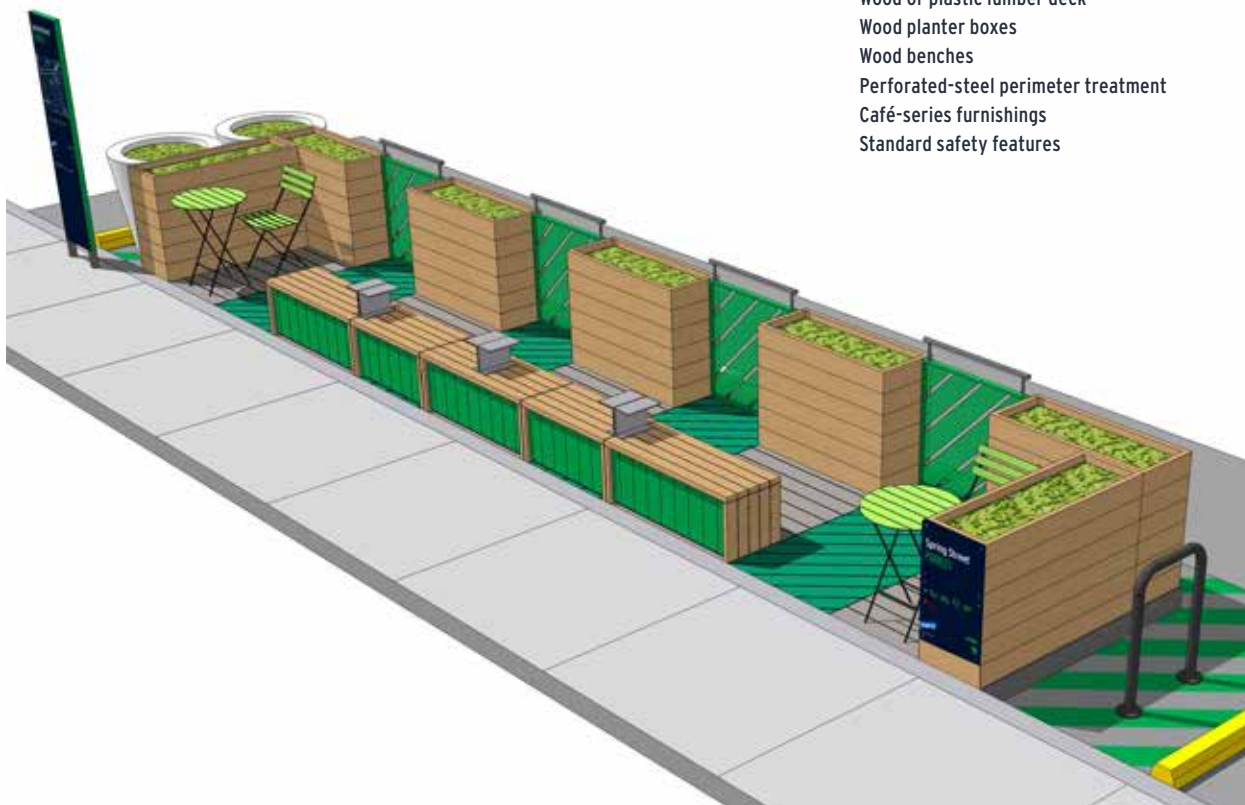
## A2: The Curbside Bench

A long bench, measuring 18 feet in length, is the focal point of this Parklet. Located along the curb edge, this double-sided bench allows users to sit facing either the sidewalk or the street. Integrated tables break up the length of the bench, which provides a spot for coffee or lunch with a friend. Environmental graphics may be located on the vertical faces of the bench.



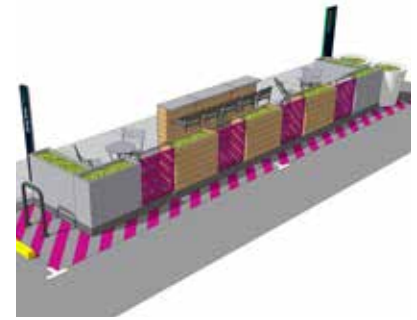
### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood planter boxes
- Wood benches
- Perforated-steel perimeter treatment
- Café-series furnishings
- Standard safety features



## A3: The Counter

Inspired by one of the pilot Parklets located on Spring Street in Downtown L.A., this Parklet features a bar-height counter located curbside, flanked by movable tables and chairs. The counter can be used in many ways: as a lunch counter in the afternoon, as a meet-up table in between destinations, or as a spot for chatting with passersby in the evening.



### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood and steel planter boxes
- Perforated steel perimeter treatment
- Café-series furnishings
- Standard safety features



## Sidewalk Extension

The Sidewalk Extension expands the width of the sidewalk to provide much-needed space for narrow or busy sidewalks. Parklets offer more room for pedestrians en route to their destinations as well as comfortable places to sit and relax. Benches and furnishings are located generally along the perimeter of the Parklet, allowing the sidewalk to flow into the Parklet deck.

Each of the three configurations of the Sidewalk Extension features a distinct bench component. The base model features wood benches with integrated planter boxes. An angled bench and a long bench with built-in tables define the other two models.



Parklet in San Francisco by Walter Hood



Robson Street Parklet in Vancouver, B.C.



Motor Ave Parklet in Palms

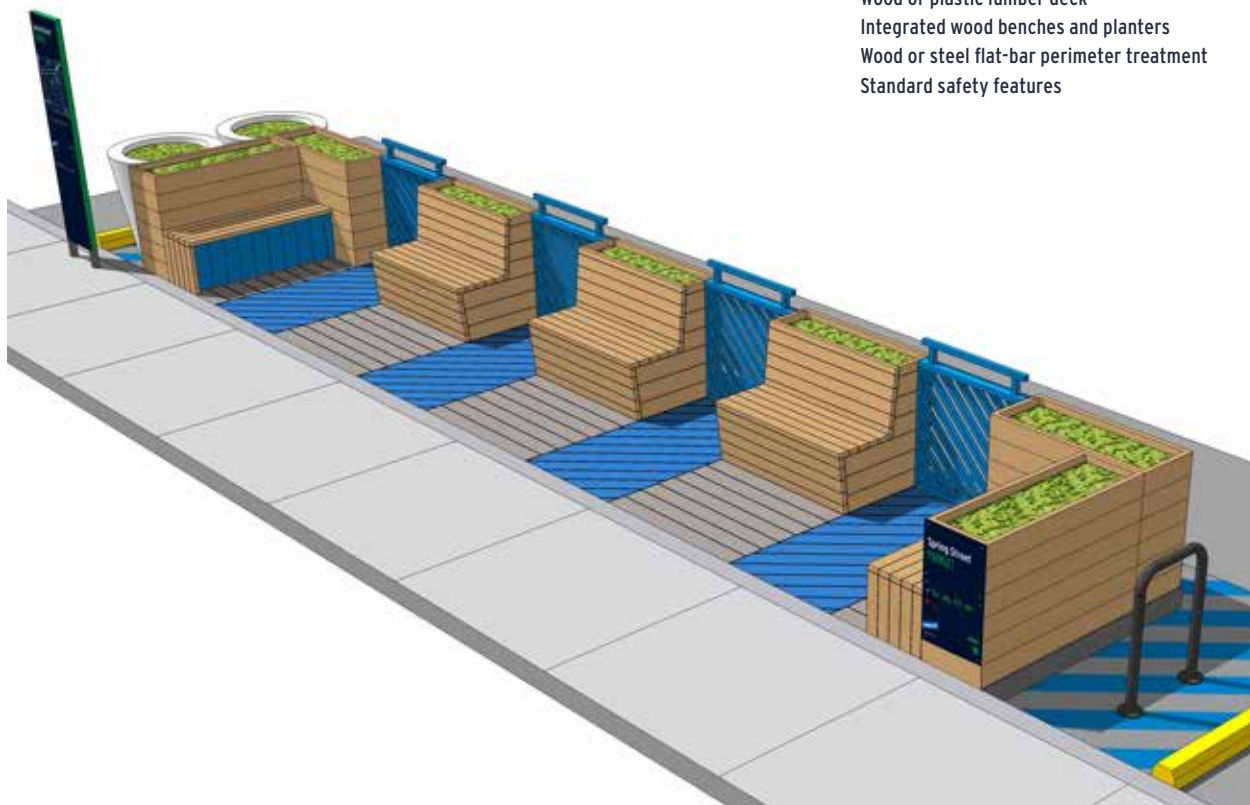
## B1: The Sidewalk

The base model for the Sidewalk Extension Parklet type is comprised of a series of benches with integrated planter boxes located around the outer edges of the Parklet. The benches alternate with wood-perimeter treatments to create a visually permeable space.



### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Integrated wood benches and planters
- Wood or steel flat-bar perimeter treatment
- Standard safety features



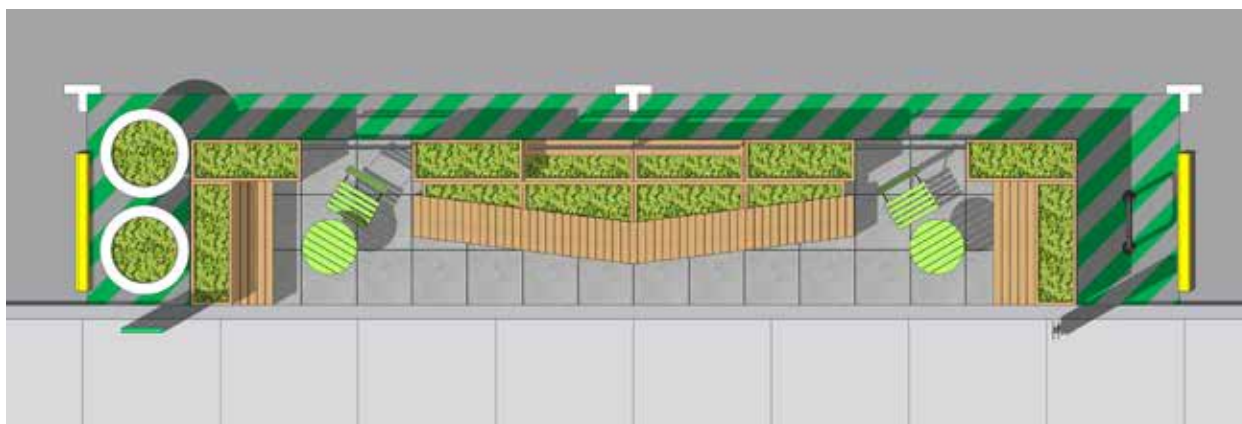
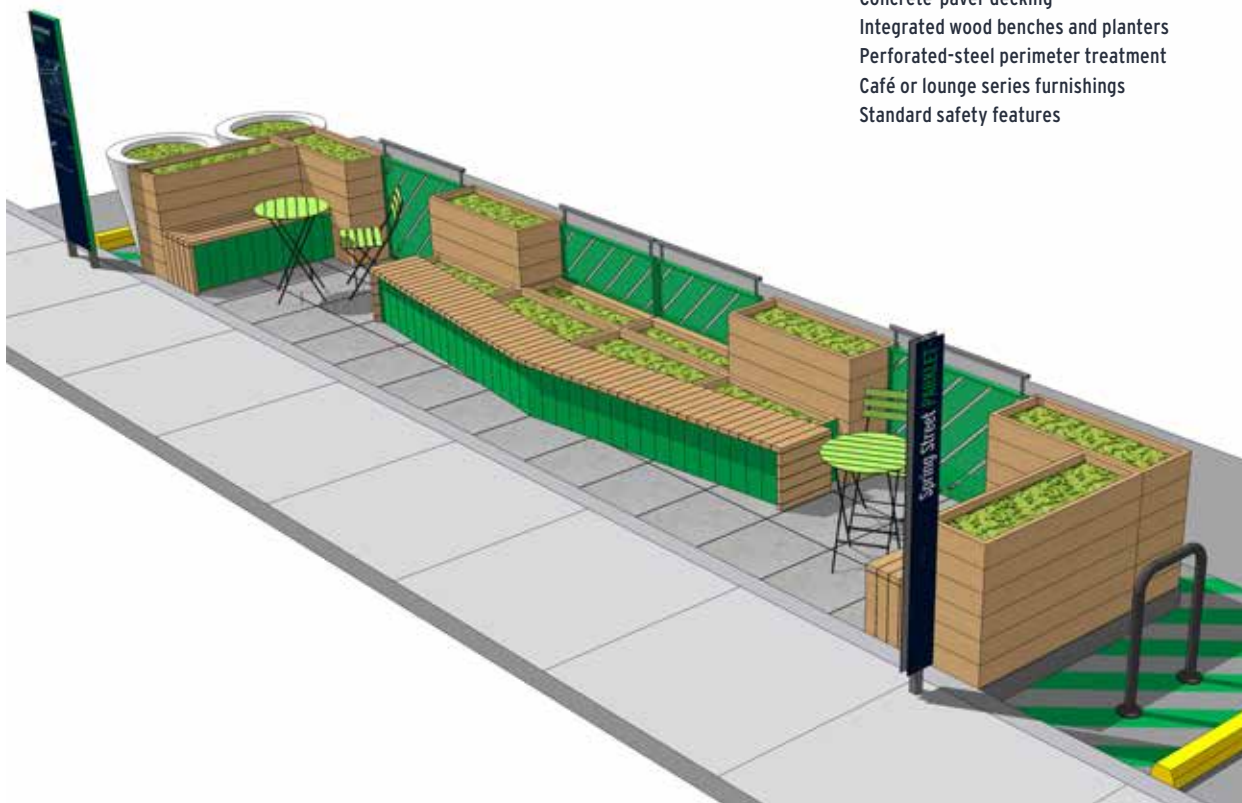
## B2: The Diagonal

A diagonal bench creates unique vantage points for taking in street scenes. The triangular shape also offers added spots for plantings.



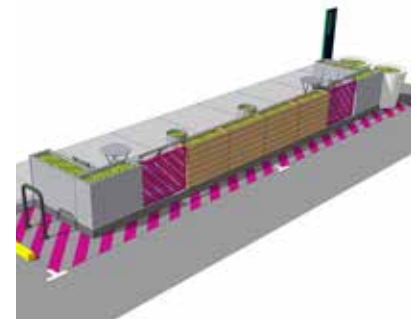
### DESIGN COMPONENTS

- Pedestal deck supports
- Concrete-paver decking
- Integrated wood benches and planters
- Perforated-steel perimeter treatment
- Café or lounge series furnishings
- Standard safety features



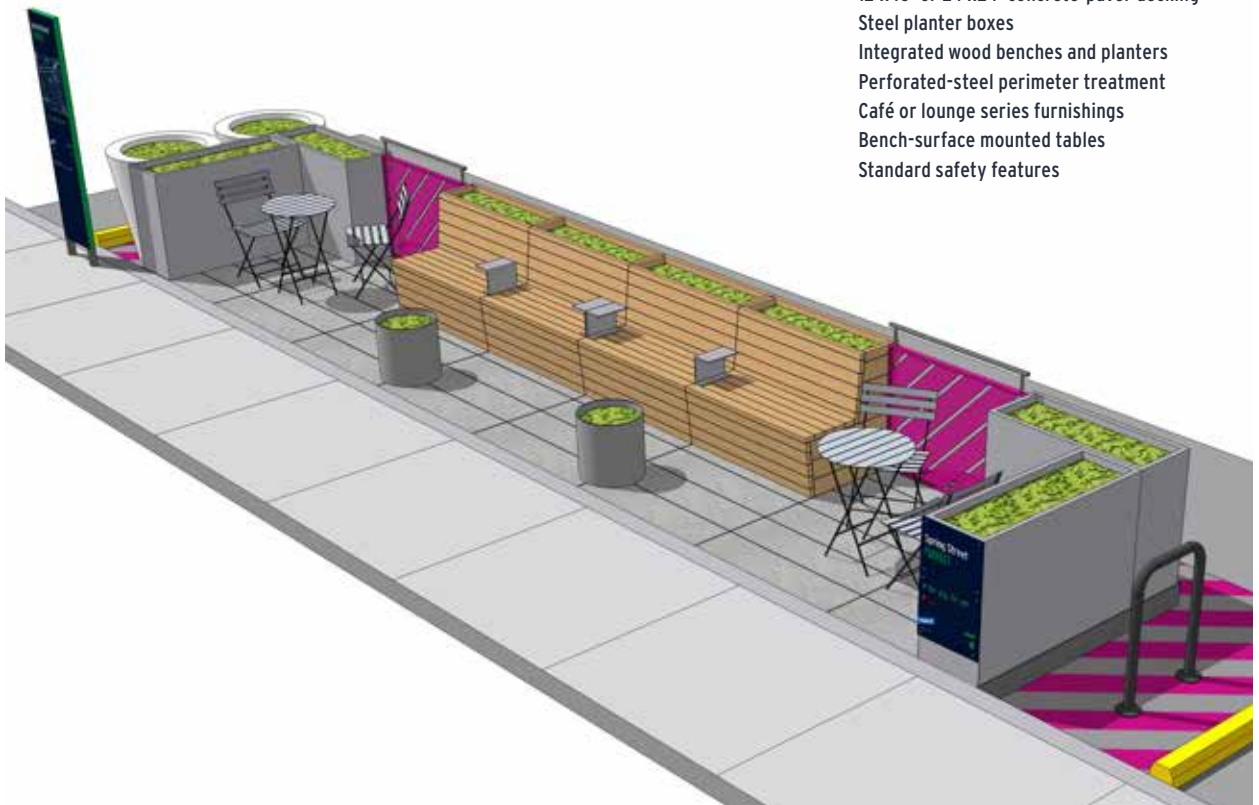
## B3: The Streetside Bench

The main component of this Parklet is a 16-foot-long bench with integrated tables located along the streetside. The spacing of the tables allows for the benches to be used by individuals or couples. Additional features include movable tables and chairs, metal planter boxes, perforated-steel perimeter treatments, and large-scale precast concrete pavers.



### DESIGN COMPONENTS

- Pedestal deck supports
- 12'x48' or 24'x24' concrete-paver decking
- Steel planter boxes
- Integrated wood benches and planters
- Perforated-steel perimeter treatment
- Café or lounge series furnishings
- Bench-surface mounted tables
- Standard safety features



# Landscape Lounge

Sometimes the best places to sit aren't really seats. The Landscape Lounge takes its design cues from the unintentional opportunities for seating found in urban environments: steps of a building, edges of planters, or slopes of a knoll. These Parklets provide fun and unique ways of inhabiting public space with seating at different levels, sitting rounds in an informal arrangement around a planter, and even an inclined plane—all conditions that encourage interactions between users.

The three configurations each take on a particular place for sitting: on steps, around a planter, or on a slope.



Parklet in San Francisco



Picnurbia in Vancouver by Loose Affiliates



Hope St Parklet in South Park, DTLA

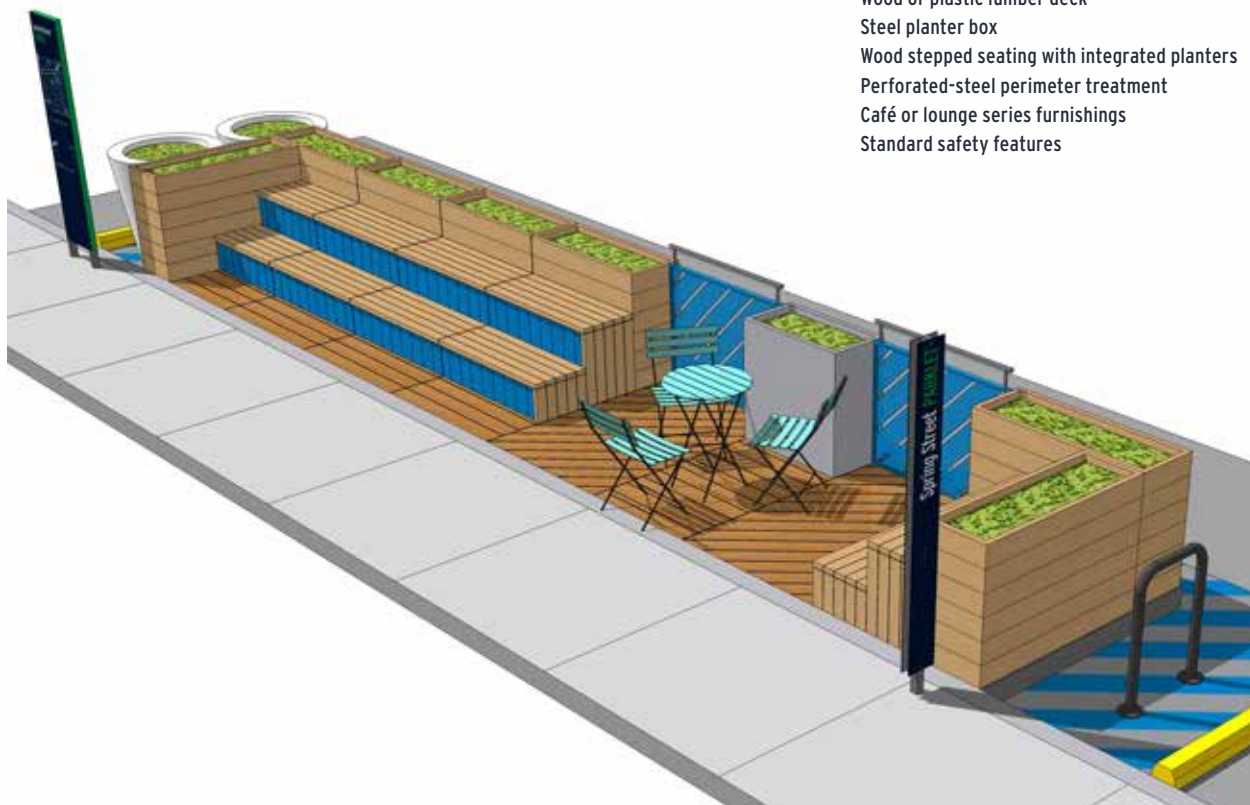
## C1: The Steps

This Parklet features a pair of stepped seating elements, one oriented toward the sidewalk and another that allows views up the street.



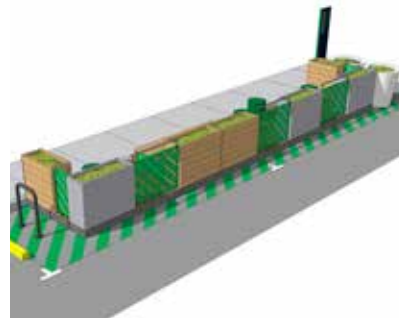
### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Steel planter box
- Wood stepped seating with integrated planters
- Perforated-steel perimeter treatment
- Café or lounge series furnishings
- Standard safety features



## C2: The Planter

Inspired by the pilot Parklet on York Boulevard in Highland Park, this Parklet features a U-shaped bench around a planter and a group of individual sitting rounds.



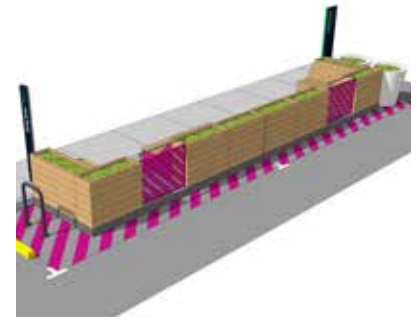
### DESIGN COMPONENTS

- Wood or steel-frame deck support
- Wood or plastic lumber deck
- Wood and steel planter boxes
- Integrated wood benches and planters
- Perforated-steel perimeter treatment
- Sitting rounds
- Standard safety features



## C3: The Slope

A series of inclined planes surrounded by plantings offer a place to lay back and read a book or perhaps just to enjoy the sky.



### DESIGN COMPONENTS

- Pedestal deck supports
- 12'x48' or 24'x24' concrete paver decking
- Wood sloped seating with integrated planters
- Perforated-steel perimeter treatment
- Standard safety features



**Components**

## About Parklet Components

The Parklets use modular components with standardized details to simplify construction and assembly. The base model within each type is designed to be easily constructed with materials readily available from local suppliers. More complex models may require custom fabrication of some components and the services of experienced professionals for proper installation.

Consult the [Kit of Parts for Parklets Technical Appendix](#) for details and product cutsheets.



Parklet in Downtown L.A.

# Deck Support System

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 removal of the Parklet when necessary.



## WOOD FRAME

A wood-frame deck support system is framed similarly to a floor: pressure-treated wood or plastic lumber members spaced at regular intervals act as joists that support the structure above and allow for the attachment of wood or plastic lumber decking. A wood-frame system can be completely site built or prefabricated in modules that are fastened to one another in the field. Materials for a wood frame are generally readily available from local suppliers; connection and assembly details are typical for wood construction. To maintain drainage and allow for a level deck, a wood frame is lifted off of the street surface using point supports.



## STEEL FRAME

A steel frame deck support system uses the strength of steel to span between the curb and an adjustable point support at the street edge of the Parklet; no intermediary supports are required. Comprised of four by six-foot modules, a steel frame is fabricated off-site; the modules are then connected to one another in the field. A minimal amount of material is required for a steel frame, but a certified welder is required for the fabrication of the modules.



## PEDESTAL

A pedestal system, typically used for roof decks, provides a series of adjustable point supports that directly support the decking materials above (generally wood tiles or precast concrete pavers). Pedestals are arranged in a grid with pedestals located at the corners of the tiles/pavers; some larger deck tiles may require intermediary supports. Compared to other deck support systems, a pedestal system is relatively expensive and requires experienced labor for proper installation.

## Decking

The decking is the “floor” of the Parklet and must be durable enough to withstand the wear and tear of a public space. The choice of the decking material also impacts the feel of the Parklet. A wood deck can be an unexpected material—and a welcome surprise—on a city street, while a concrete paver deck can be used to make a statement, letting the user know that the Parklet is an extension of the adjacent concrete sidewalk.



### WOOD DECKING

Wood is a readily available and relatively inexpensive material, making it a desirable choice for decking. A wood deck, however, generally may show more wear than concrete pavers.

Standard dimension wood decking can be installed on a wood or steel frame; specialty wood tiles are required for a pedestal support system.



### PLASTIC LUMBER

Plastic lumber is a 100% recyclable material made of recycled plastic and available in standard lumber and timber dimensions. Widely employed in outdoor decking and park furniture, plastic lumber is waterproof, resistant to rot and mold, and less susceptible to cracking and splitting when installed properly. Plastic lumber behaves like wood and can be worked and installed using conventional woodworking tools and methods. The material also requires minimal maintenance and is available in a variety of colors.



### CONCRETE PAVERS

Precast concrete pavers are a durable and economical material that can be installed on a pedestal support system. A regular grid of 24 x 24-inch pavers is usually the most efficient arrangement for a pedestal system because the size of the material and the grid arrangement typically do not require intermediate supports.

Elongated 12 x 48-inch concrete pavers can be used for a desirable aesthetic effect. The size of the pavers may require intermediate supports and therefore increase the cost of the deck system.

# Planter Boxes and Plantings

Planter boxes help define the perimeter of the Parklet and provide space for landscape. Typical details for planter boxes are available in the [Kit of Parts for Parklets Technical Appendix](#).



## WOOD PLANTER

Wood planter boxes are an economical choice that can be built out of readily available materials or purchased from local suppliers. Preferred material options include FSC certified redwood and western red cedar. Wood boxes can be treated with a clear sealant or painted to create a unique environmental graphic.

## STEEL

Steel is another material option for planter boxes. These boxes are built in a manner similar to the wood planter boxes and then clad with steel sheeting.

## PLANTINGS

Plantings should be native species and drought tolerant to minimize the need for watering. Dense plants should be less than six inches in height; grasses and other less dense plants can be taller. Plant material shall not impede or hinder pedestrian and vehicular visibility. No plants shall have thorns, spikes, or sharp edges. Poisonous or invasive plants are not permitted.

A suggested plant list is included in the [Kit of Parts for Parklets Technical Appendix](#).

## Benches and Furnishings

Benches for the Parklets are custom built from typical details. The structure for the benches is a wood frame with wood or recycled plastic lumber as the primary finish material. In the Parklet types, benches are configured in an assortment of shapes and sizes, often with integrated planters or tables. Despite this formal variety, all of the benches are constructed in a similar manner from the same type of materials offered. All elements/site furnishing in the Parklets should meet ADA accessibility.



### WOOD

Wood is the most common finish material for benches. Preferred material options include FSC certified redwood and western red cedar. To protect against weathering and graffiti, wood benches can be treated with a clear sealant or painted to create a unique environmental graphic.

### PLASTIC LUMBER

Plastic lumber is a 100% recyclable material made of recycled plastic and available in standard lumber and timber dimensions. Widely employed in outdoor decking and park furniture, plastic lumber is waterproof, resistant to rot and mold, and less susceptible to cracking and splitting when installed properly. Plastic lumber behaves like wood and can be worked and installed using conventional woodworking tools and methods. The material also requires minimal maintenance and is available in a variety of colors.

### FURNISHINGS

A selection of furniture options is available for the Parklets. Offerings include cafe tables and chairs, lounge seating, and other options. See the [Kit of Parts for Parklets Technical Appendix](#) for more information.

# Parklet Perimeter

The Parklet perimeter treatment encloses the designated space. Located between planter boxes, these treatments are visually permeable to allow views into the Parklet from the street. All perimeter treatment options are built from standard details.



## WOOD

Wood perimeter treatments are custom built per standard technical details. Wood can be treated with a clear sealant or painted.

## STEEL

Two steel perimeter treatments are available: one built with steel flat bars, the other with perforated steel panels on a steel frame. Both are a durable and aesthetically pleasing perimeter treatment. The perforated steel panel treatment, shown above, is more costly than other options.

## BASE PERIMETER

The edge of the Parklet deck must be enclosed with a perforated or screen material to prevent debris from collecting under the deck while still allowing for proper stormwater drainage. The deck perimeter also has an aesthetic benefit, providing a finished edge to the Parklet. Perforated steel panels are a good choice for the deck perimeter: the material is durable, a range of perforation sizes and patterns are available, and the panels can be painted to create a finished look. Perforated steel panels should be a minimum thickness of 12 gauge to prevent sagging, denting, or other damage. One disadvantage of perforated steel is the difficulty to field cut the material to follow the slope of the street.

## Parklet Delineation Elements

A standard set of delineation elements are required for each Parklet. These features include planters, wheel stops, flexible delineators, retro-reflective materials, and bicycle parking.



### PLANTERS

Fiberglass planters provide a physical barrier at the end of Parklet, helping to prevent vehicular intrusions. Planters should weigh a minimum of 700 pounds when full. Planters can be outfitted with reflective tape for added visibility at night.



### WHEEL STOPS

Wheel stops are surface mounted to the roadbed at both ends of the Parklet. The wheel stops help protect the Parklet from vehicles parking in adjacent parking spots.



### FLEXIBLE BOLLARDS

Flexible bollards are flexible, surface-mounted reflective posts that are used to define the space of the Parklet. The bollards enhance visibility by offering motorists a visual indication of the edges of the Parklets.



### REFLECTIVE TAPE

Retro-reflective tape improves the visibility of the Parklet. Tape can be applied to planters, along the base of the Parklet, and/or at the bottom edge of planter boxes.



### BICYCLE PARKING

Bicycle parking can be incorporated into a Parklet in a variety of ways.

- Where feasible, meter heads may be replaced with meter hitches.
- For locations with concrete roadbeds, standard inverted-U bicycle racks may be installed on the roadbed adjacent to the Parklet.
- Bicycle racks may also be installed on adjacent sidewalks through the LADOT Sidewalk Bicycle Parking Program.



**Roadbed Graphics**

## About Roadbed Graphics

Roadbed graphics mark the area of the parking space around the Parklet. This serves to alert motorists to the Parklet perimeter as well as to brand the Parklets with a playful graphic presence. Due to limited surface area, stripes are the only patterns used on the Parklet roadbed.



Single-color pink-stripe pattern applied to the Parklet roadbed at the York Boulevard Parklet in Highland Park.



Dual-color green-stripe pattern applied to the Parklet roadbed at the York Boulevard Parklet in Highland Park.

## Patterns on Roadbed: Stripes

Patterns can be created using either a single- or dual-color approach. See the [Kit of Parts for Parklets Technical Appendix](#) for pattern and color template.

### SINGLE COLOR DIRECTLY ON ROADBED



### DUAL-COLOR PATTERN



## Material Options for Roadbed Graphics

The roadbed graphics will demarcate the space of the Parklet with a bold stripe pattern, visually delineating the reclaimed section of the street as a new pedestrian-oriented space.

Installed directly on the street surface, the roadbed graphics must be durable, outdoor grade, and weather resistant. **Please consult with LADOT for material options.**

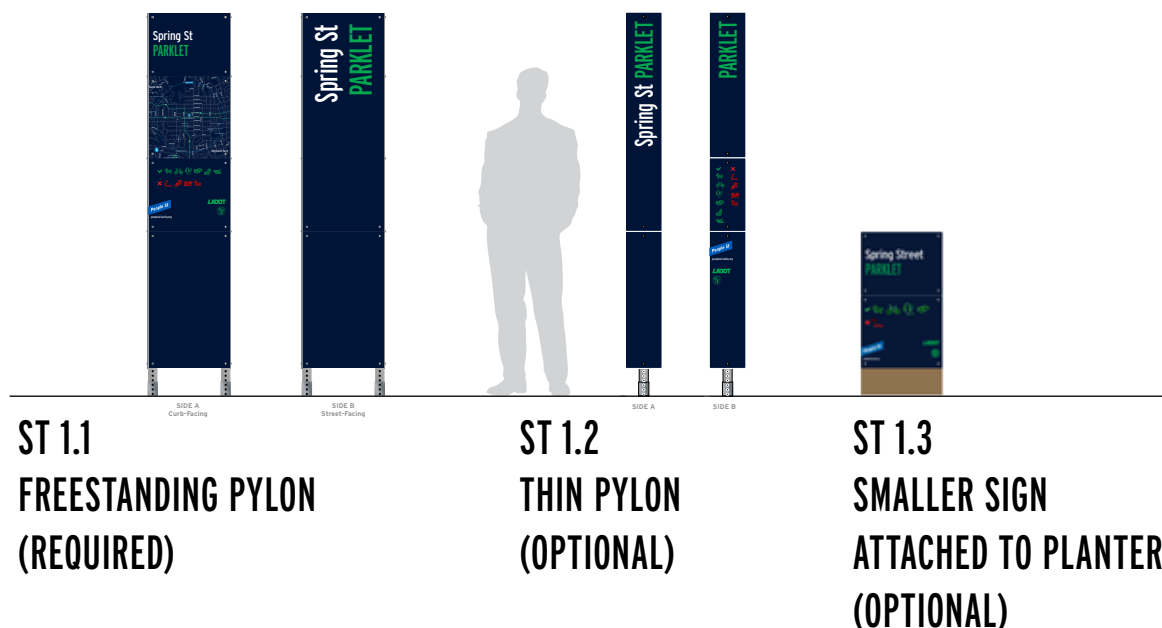


Dual-color green dots pattern applied to the Plaza roadbed at the Sunset Triangle Plaza.

**Signage**

## Wayfinding Signage: Family of Sign Types

Note: LADOT will coordinate the fabrication and installation of required, standard signage for each project. Signage specifications are included in this document and the [Kit of Parts for Parklets Technical Appendix](#) for reference and project understanding only.



## Wayfinding Signage Locations



### ST 1.1 (Required)

Minimum of 12 inches from face of curb, parallel to curb and center aligned with planters. Recommended so that pedestrian path of travel along sidewalk is preserved. If installation of sign precludes ADA accessibility compliant clear zone, then Sign Type 1.3 must be used.

### ST 1.2

Minimum of 12 inches from face of curb, perpendicular to curb and center aligned with planter.

### or ST 1.3

Attached to planter, parallel to curb.

# Preliminary Budgets

## Preliminary Budgets

Parklet Typology	Estimated Cost
A1/2	\$35,000
A3/4	\$37,000
A1	\$50,000
A2	\$62,000
A3	\$67,000
B1	\$49,000
B2	\$66,000
B3	\$77,000
C1	\$61,000
C2	\$62,000
C3	\$64,000

**Note:**

LADOT recommends exploring a variety of strategies for funding including, but not limited to, grants, material donations, and pro-bono services. See the [Parklet Application Manual](#) for more information about funding.

For information on People St  
visit **[ladotlivablestreets.org/programs/people-st](http://ladotlivablestreets.org/programs/people-st)**  
e-mail **[peoplest@lacity.org](mailto:peoplest@lacity.org)**

---

## IMAGE CREDITS

Cover, 5, 9, 15, 19, 24, Back: Jim Simmons

Page 2: Office of Eric Garcetti

page 25 (center and right images), and 30 (bottom center image): Patrick Miller

Page 9, 15 (upper image), 26 (right image), 27 (right two images), 28, 29 (right image), and 30: Daveed Kapoor

Page 15 (lower image) and 28 (left image): Brent Granby, Creative Commons License  
<http://www.flickr.com/photos/brentgranby>

Page 19 (upper image): San Francisco Planning

Page 19 (lower image): Wendy Cutler, Creative Commons License  
<http://www.flickr.com/photos/wlcutler>

Page 25 (left image): Jeremy Reding, Creative Commons License  
<http://www.flickr.com/photos/jmr>

Page 25 (left image): Dan Reed, Creative Commons License  
<http://www.flickr.com/photos/thecourtyard>



For information on People St  
visit [ladotlivablestreets.org/programs/people-st](http://ladotlivablestreets.org/programs/people-st)  
e-mail [peoplest@lacity.org](mailto:peoplest@lacity.org)