

# PARKLETS IN NEWARK

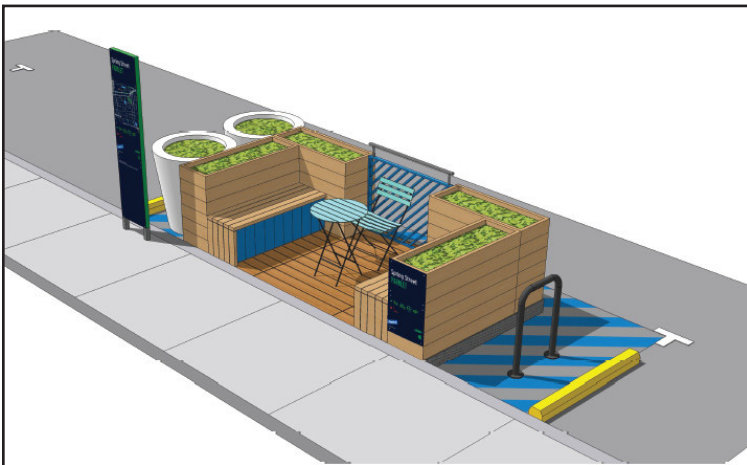
## Proposal: Executive Summary

11/06/15



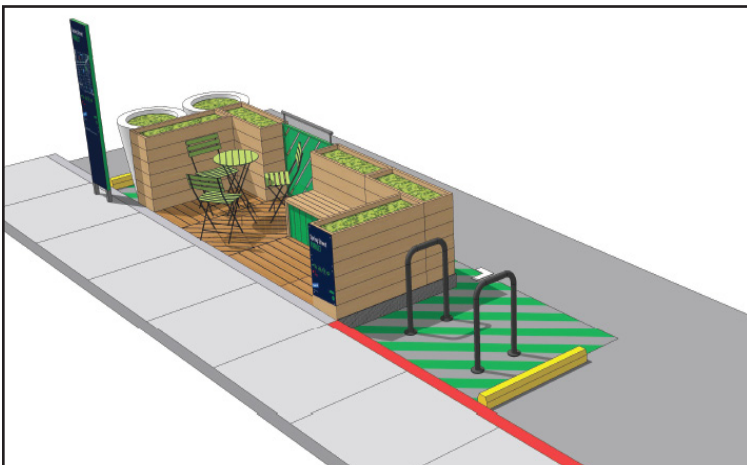
CITY OF **NEWARK**  
Mayor Ras J. Baraka

### I. Sample Design Concepts & Preliminary Budgets



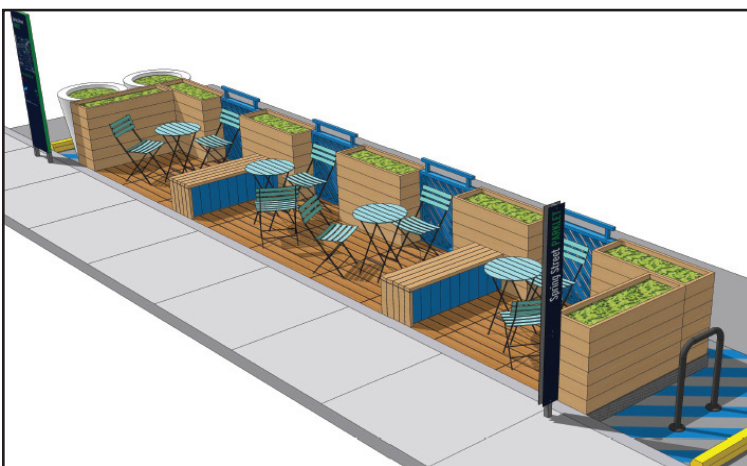
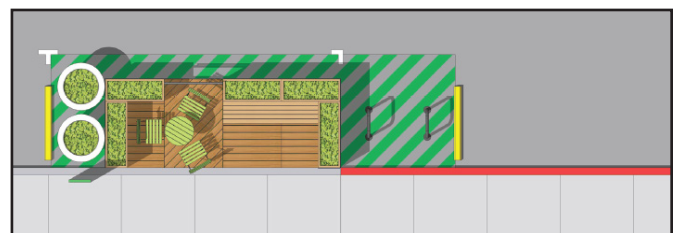
#### 1. The Spot

Cost Estimate: \$24,750  
Size: 1 parking space  
Seating Type: Cafe



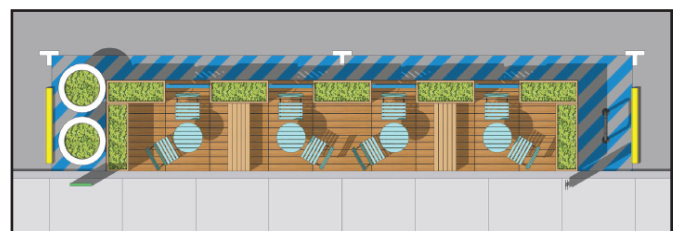
#### 2. The Pit Stop

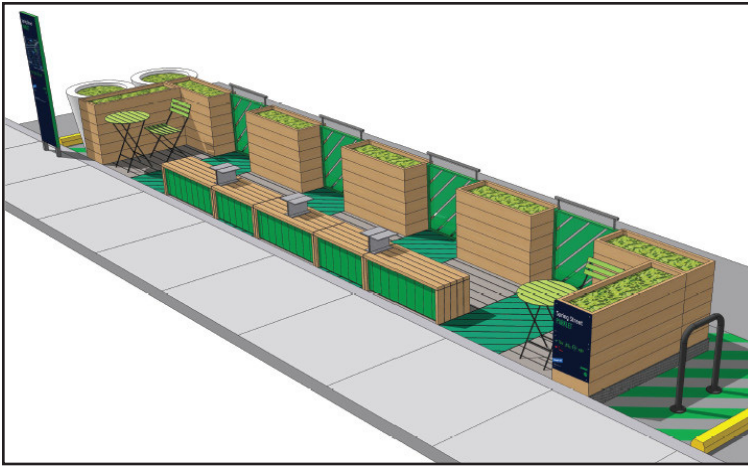
Cost Estimate: \$26,500  
Size: 1.5 parking spaces  
Seating Type: Cafe



#### 3. The Cafe

Cost Estimate: \$34,650  
Size: 2 parking spaces  
Seating Type: Cafe





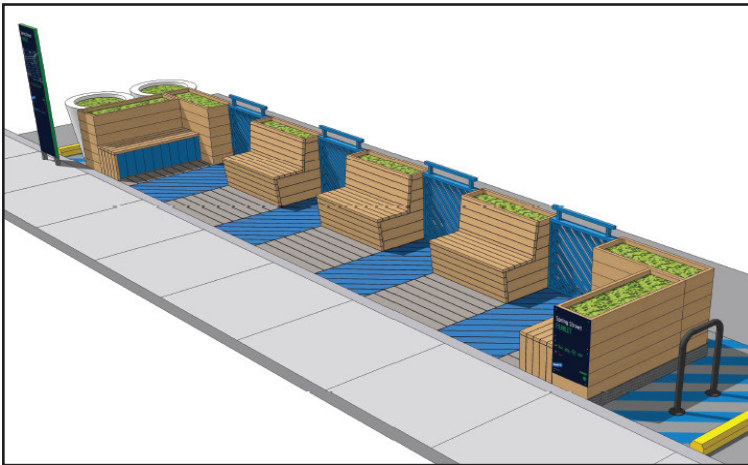
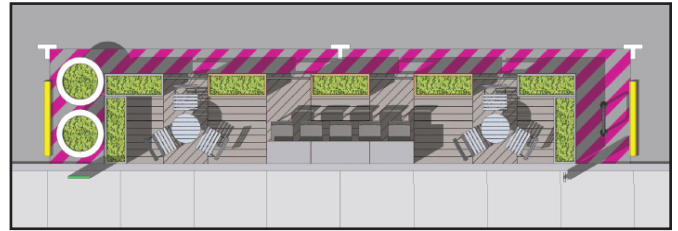
#### 4. The Curbside Bench

Cost Estimate: \$32,950  
 Size: 2 parking spaces  
 Seating Type: Cafe



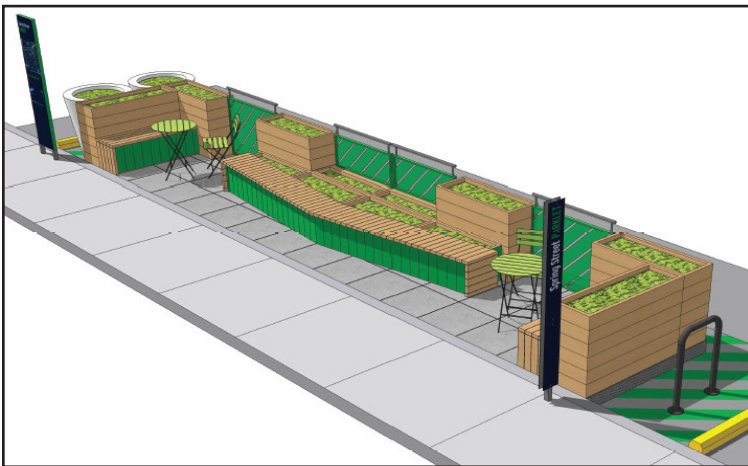
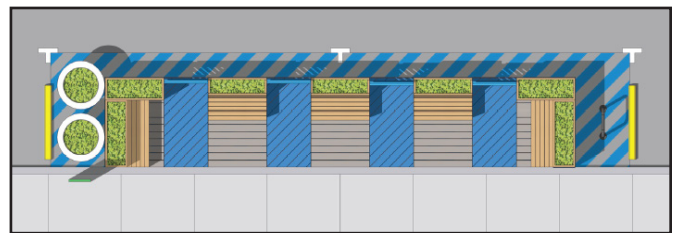
#### 5. The Counter

Cost Estimate: \$34,550  
 Size: 2 parking spaces  
 Seating Type: Cafe



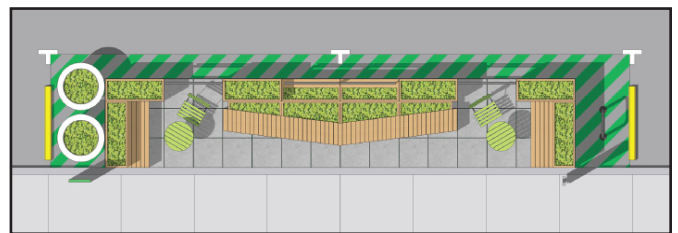
#### 6. The Sidewalk

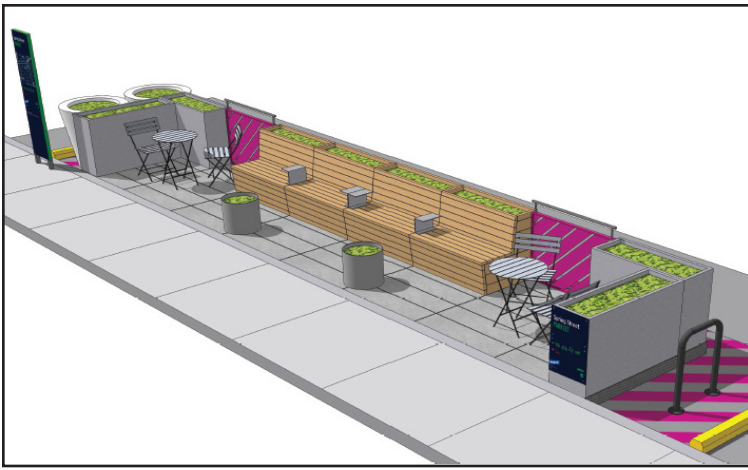
Cost Estimate: \$32,350  
 Size: 2 parking spaces  
 Seating Type: Community Seating



#### 7. The Diagonal

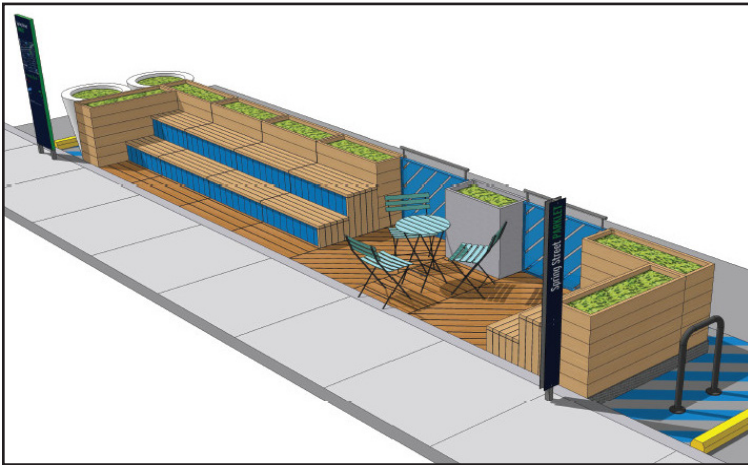
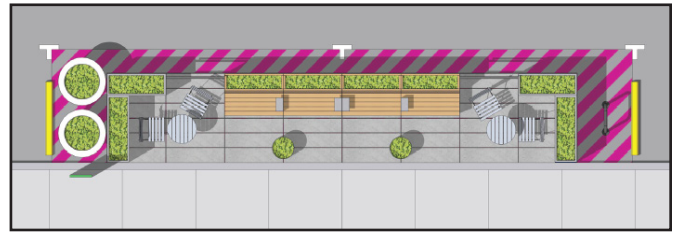
Cost Estimate: \$38,100  
 Size: 2 parking spaces  
 Seating Type: Community Seating





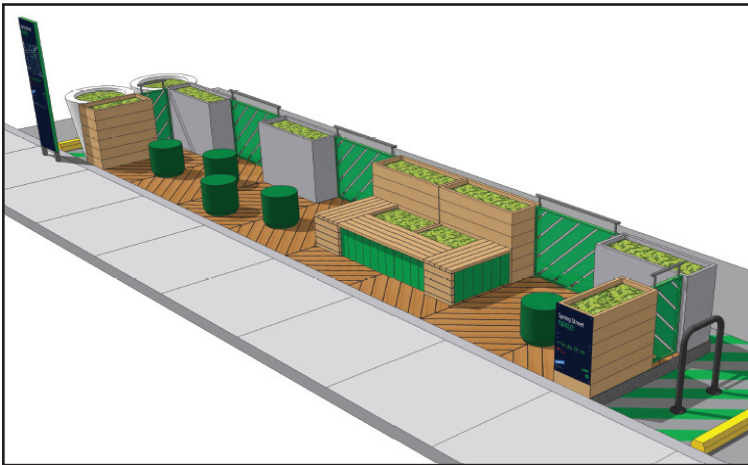
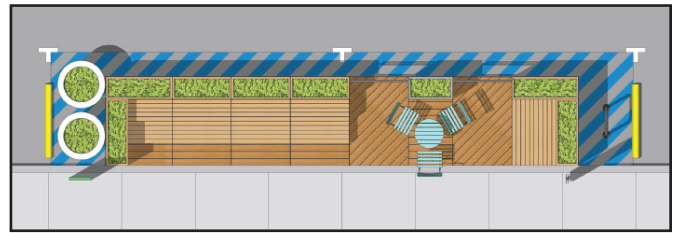
### 8. The Streetside Bench

Cost Estimate: \$33,850  
 Size: 2 parking spaces  
 Seating Type: Community Seating



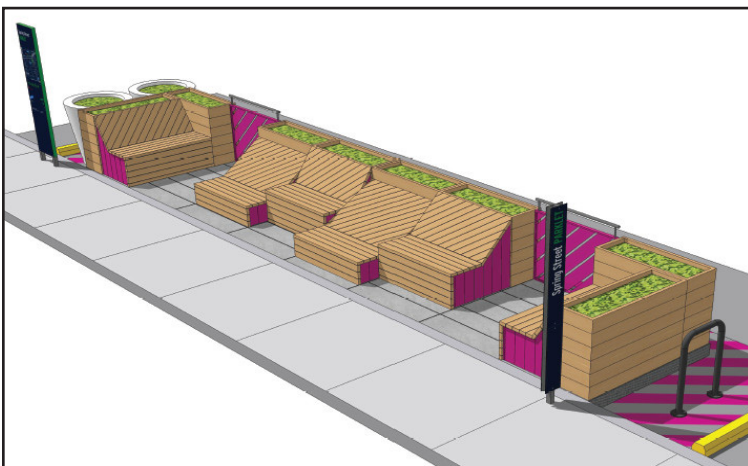
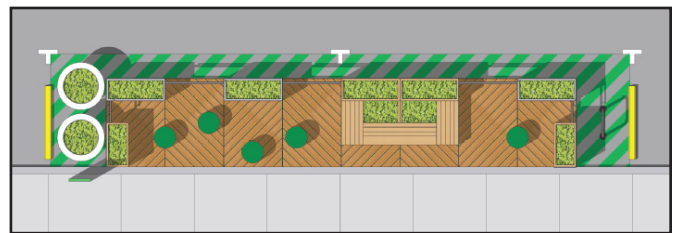
### 9. The Steps

Cost Estimate: \$31,900  
 Size: 2 parking spaces  
 Seating Type: Landscaped Seating



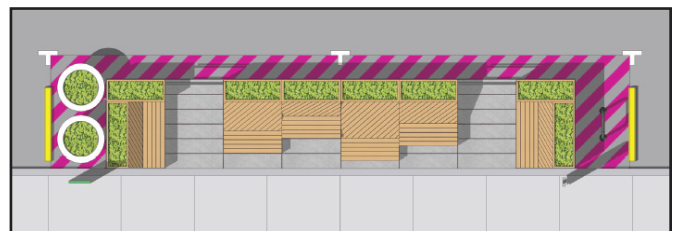
### 10. The Planter

Cost Estimate: \$34,700  
 Size: 2 parking spaces  
 Seating Type: Landscaped Seating



### 11. The Slope

Cost Estimate: \$38,600  
 Size: 2 parking spaces  
 Seating Type: Landscaped Seating



## II. Parklet Locations: Criteria

### Safety Requirements

**Speed limit.** Parklets are permitted on streets of 25 mph or less.

**Parking spaces.** Parklets are sited along the curb line on streets where on-street parking spaces exist. They can be considered in any location where there are spaces for on-street parallel, angled, or perpendicular parking.

**Corner locations.** Parklets should be located at least one parking space away from an intersection or street corner.

**Slope.** Parklets are permitted on streets with a running slope (grade) of 5% or less.

**Transit.** Parklets are not permitted in bus zones, however, location adjacent or near to public transportation is a desirable quality.

**Utilities.** Parklets may not be constructed over utility access panels, manhole covers, storm drains, or fire hydrant shut-off valves.



### Street Design & Amenities

**Pedestrians.** Parklets will be most successful on streets that have high pedestrian traffic.

**Streetscaping amenities.** Existing pedestrian amenities, such as paved sidewalks, bicycle parking, and tree cover will increase the likelihood for a parklet to be successful.

**Neighborhood-scale design.** Streets with distinctive and consistent urban design and architectural features, that are pedestrian in scale, are best suited for parklets.

**Local retail.** Retail or mixed-use corridors that host a variety of different shopping functions and uses - from banking to cafes - are best suited for parklets.

**Narrow sidewalks.** Parklets located on busy streets with narrow sidewalks can help to improve accessibility by providing additional pedestrian space.



### Business Compatibility

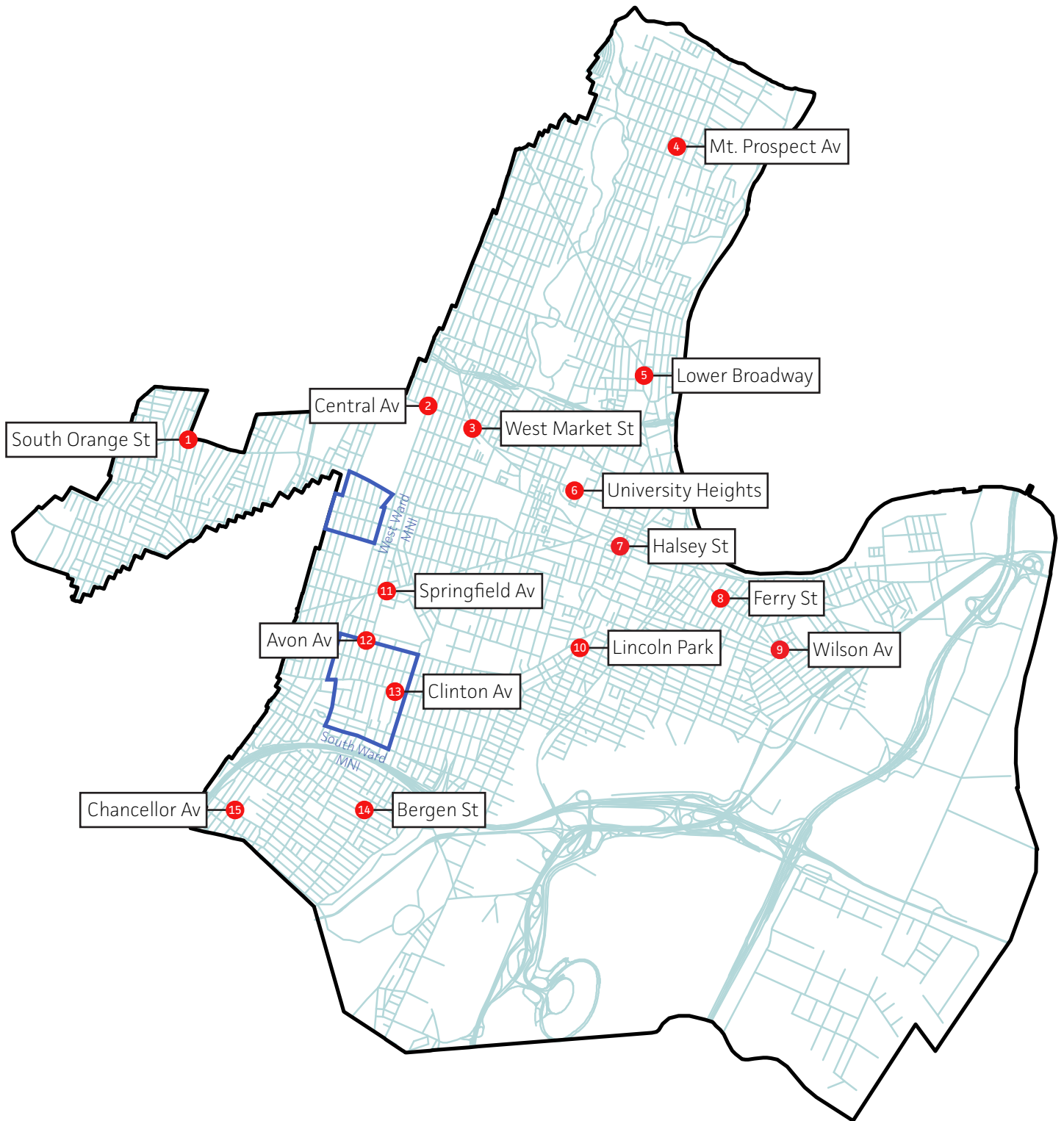
**Walk-up & take-out.** Walk up and take-out style cafes and businesses are most likely to encourage frequent use of a parklet.

**Building transparency.** Businesses with large windows best support parklets, increasing the sense of connection between the interior and exterior spaces.

**Capacity.** Businesses with modest interior seating, but a high turnover capacity, are the most suitable for parklets.



### III. Parklet Locations: Potential Sites





## 1 South Orange Avenue

*West Ward*

An established pedestrian-scale retail destination with on-street parking and tree-lined streets that provide shade. Locating a parklet near to the Newark Gospel Tabernacle could provide a unique place marker.



## 2 Central Avenue

*West Ward*

Parklets could be used to extend the existing retail corridor further west along Central Avenue, or to strengthen and diversify retail already present. The proposal is consistent with the West Market redevelopment plan, which advocates for improved streetscaping in the area.



## 3 West Market Street

*West Ward*

A parklet could bring coherence and greater variety to existing retail functions along West Market street or within the Northern Fairmount neighborhood, such as on 9th Avenue. The proposal is consistent with the West Market redevelopment plan, which advocates for improved streetscaping in the area.



## 4 Mt. Prospect Avenue

*North Ward*

The angled-parking on Mt. Prospect Avenue could potentially allow for the development of parklet without removing multiple parking spaces, while offering a pedestrian amenity that counteracts the relative width of the street.



## 5 Lower Broadway

*Central Ward*

The angled-parking on Lower Broadway provides an excellent location for a parklet, providing a public space that further enhances recent streetscaping improvements. Increased pedestrian use of the area could stimulate retail development of vacant stores, particularly if paired with Lower Broadway's 'pop up' initiatives.



## 6 University Heights

*Central Ward*

With potential sponsorship from NJIT or Rutgers, a parklet would provide a publicly-accessible rest space in an institutional area dominated by high-rise structures and the absence of a 'streetwall', thereby extending the university's public spaces beyond its interior 'quads'. The proposal would also complement the food trucks on Warren Street.



## 7 Halsey Street

*Central Ward*

A strategically-positioned parklet could help extend and strengthen development north along Halsey Street. Through the use of distinctive design principles, a more 'local' or 'artisan' urban presence could be established that would balance the larger-scale development and 'chain-style' retail of Teachers' Village.



## 8 Ferry Street

*East Ward*

A parklet along Ferry Street could help build upon the corridor's popular restaurants and *al fresco* dining scene, reinforcing the area as a "destination". It would also provide additional pedestrian space on an already busy street with narrow sidewalks.



## 9 Wilson Avenue

*East Ward*

Wilson Avenue enjoys good pedestrian traffic. Locating a parklet here could help to extend the strong retail presence that has developed along Ferry Street further into the Ironbound neighborhood.



## 10 Lincoln Park

*Central Ward*

Lincoln Park offers a fantastic local resource, but it is supported by few retail opportunities to the south. A parklet might help to anchor existing developments, and promote future growth.



## 11 Springfield Avenue

*Central/South Ward*

A parklet has the potential to strengthen the pockets of pedestrian-oriented retail along Springfield Avenue, an important retail corridor in the city that is otherwise dominated by set-back, vehicular-centric developments.



## 12 Avon Avenue

*South Ward (MNI)*

A parklet could create a focal point and attract increased pedestrian along this classic mixed-use corridor, which benefits from a well-preserved and consistent architectural style. Currently vacant storefronts could host complementary pop-up activities, such as a coffee shop, helping change perceptions of the street.





### 13 Clinton Avenue

*South Ward (MNI)*

A parklet, either within or proximate to the South Ward MNI, could attract additional retail variety to the Clinton Avenue corridor, while building on anchor development projects, such as the Nina Simone House at 505 Clinton.



### 14 Bergen Street

*South Ward*

The scale and design, including the presence of new street trees, give Bergen the potential to be a great retail street. Currently vacant storefronts could host complementary pop-up activities, such as a coffee shop - building on the existing neighborhood revitalization efforts of 'Build a Better Block Newark'.



### 15 Chancellor Avenue

*South Ward*

With the makings of a vibrant retail street, a parklet could help encourage pedestrians to linger and increase their spending, supporting diverse retail such as the Millenniums Bookstore & Boutique. Adjacent parcels are available for future development, and are zoned for ground-floor retail.

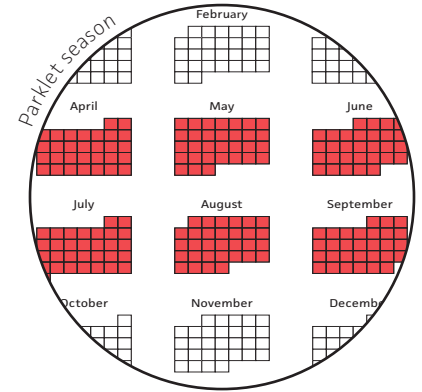
**PLEASE NOTE:** The locations identified above represent potential ideas only, and the accompanying images are intended more to give a sense of the place rather than to denote final site selections.

Any such decision would be subject to engineering studies, site visits, and input from community engagement sessions.

# IV. Winter Storage Logistics

## Timetable

**Season.** Most east coast cities utilize their parklets from April to September, weather permitting.

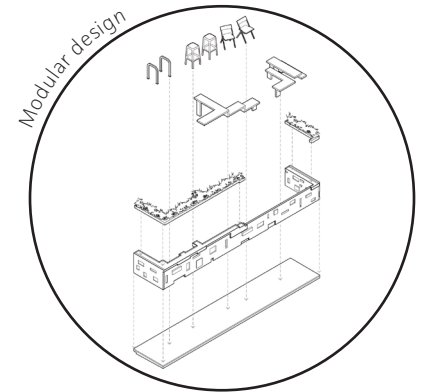


## Design

**Modular.** Employ a modular design to all parklets, enabling them to be easily and quickly assembled or disassembled.

**Lightweight.** The materials used to construct the parklets must be lightweight, but still durable, enabling easy transportation without risk of damage.

**Storage.** Parklets should be designed such that they can be stacked and stored compactly.

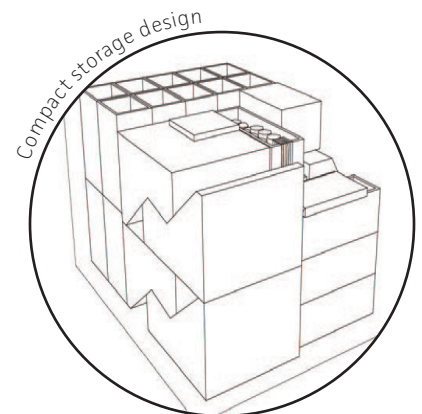


## Transportation & Storage

**Transportation.** The City's existing fleet of vehicles should be sufficient to transport the parklets from their summer locations to their winter storage facilities.

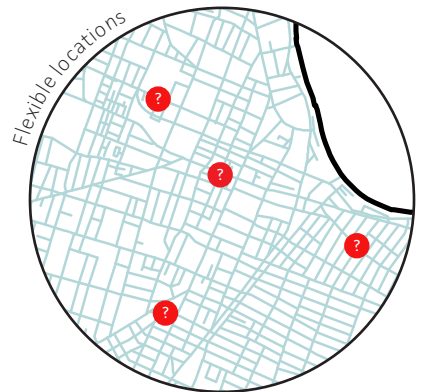
**Storage (short term).** The Division of Traffic & Signals building has space to store up to 3 parklets, depending on their size.

**Storage (longer term).** In the longer term, additional storage options will need to be investigated if more parklets are built. Potential options include placing this requirement on the sponsor (if consistent across years), or by utilizing unused space in other City of Newark buildings.



## Flexibility

**Varied locations.** One significant advantage to seasonal utility is that it allows parklets to be located in different areas of the city from year to year, mitigating the risks of an unsuccessful location while ensuring accessibility to a broader range of residents.





Department of Economic & Housing Development  
Baye Adofo-Wilson, Deputy Mayor & Director



Office of Planning, Zoning & Sustainability  
Mark G. Barksdale, Director

## Credits

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Rob Wellburn, OPZS

**Parklets Committee:**

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Jordan Kocak, Traffic & Signals  
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