Seattle Department of Transportation

STREATERY SUPPLEMENT

SDOT
Seattle Department of Transportation

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STREATERY PILOT PROGRAM

With the success of sidewalk cafés and parklets in Seattle, we've rolled out "streateries," a new type of seating in the street that combines the best of both of worlds. Streateries, like parklets, are small open spaces constructed in a parking spot. And like sidewalk cafés, streateries provide outdoor seating for the patrons of local businesses. Streateries add new, enjoyable gathering places in our neighborhoods and business districts.

This document is a companion to the Parklet Handbook and explains the additional design and permitting requirements for businesses that want to build a streatery or add café seating to their existing parklet.

If you have any questions that haven't been answered in this supplement document, please contact us at parklets@seattle.gov or (206) 684-5267 or visit www.seattle.gov/transportation/parklets.htm.

WHY STREATERIES?

Streateries support vibrant streets and business districts in Seattle. They provide an option for activating parklets in different ways throughout the day —sometimes as public space, and sometimes as a café with table service. Streateries also make it possible for businesses in areas with narrow sidewalks to have outdoor cafés, too!

We're currently in the process of testing streateries as a pilot program. During 2015, we selected eight businesses to be part of the program and will permit up to 15 total streateries during the program's pilot phase. We'll continue to evaluate the installed streateries throughout 2016 to see how well they're working to support businesses and activate public space. If all goes well, streateries may become a permanent addition to the Parklet Program.

Photo: Propel Studio

STREATERIES IN OTHER CITIES

Although cities use different names for streateries, parklets with café seating have become a popular way to support vibrant neighborhoods throughout North America. Portland, New York, San Jose, and Montreal have implemented successful streatery-type programs.

Portland's "Street Seats" Program lets businesses build a parklet as either a public street amenity or a café seating area. Since the program began in 2012, 15 street seats have been installed and the program has been very well received.

Similar to the approach we're taking in Seattle, Montreal's longstanding "Terrasses" program lets local businesses install parklets that operate as café space during certain hours and public space at other times.

Photo: Billy Walsh, promenadewellington.com

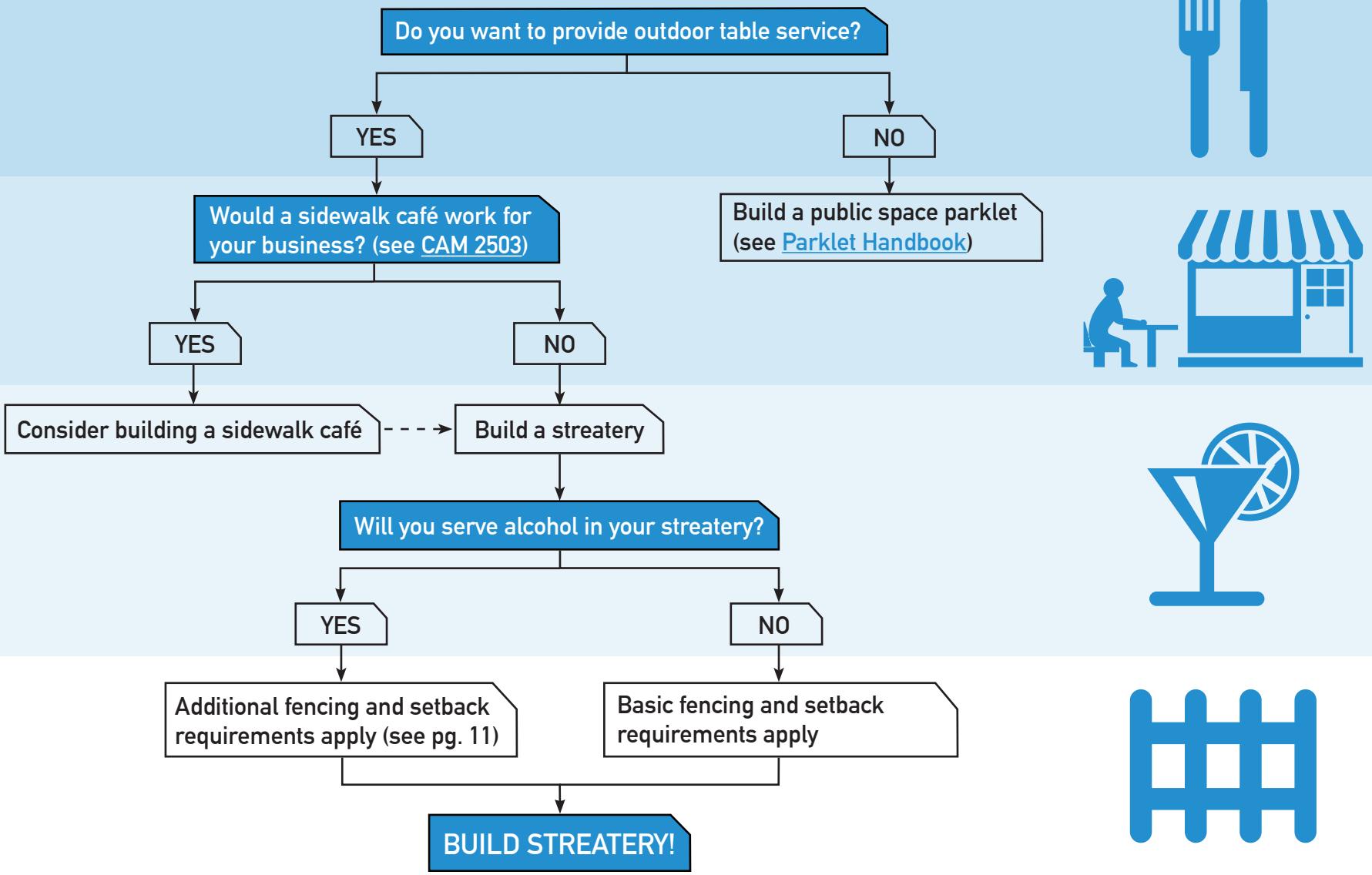
USING THIS GUIDE

The process for designing, permitting, and building a streatery is nearly identical to the parklet process. Your streatery must meet all location and community support standards listed in the Parklet Handbook and will need to follow several additional requirements specific to streateries. This document provides the information about streateries that is different than or additional to the information in the Parklet Handbook. If you're interested in a streatery, please be sure you've read the handbook and reviewed these supplementary guidelines.

DISCLAIMER

Streateries are being piloted as part of SDOT's Parklet Program. All pilot program requirements, review processes, fees, evaluation criteria, and host responsibilities are subject to change. We reserve the right to amend any aspect of these guidelines at any time. Program applicants that do not agree with the amended terms may withdraw their applications.

IS A STREATERY RIGHT FOR YOU?



PRE-PLANNING

GENERAL CONSIDERATIONS

The first step to planning a successful streatery is considering whether one is appropriate for your business. Streateries are intended for restaurants, cafés, and bars that provide table service for their customers and want to expand seating into the right of way. Although streateries serve as private café space when the hosting business is open, they're required to remain as public space during non-serving hours. This means that you'll need to think about how your streatery functions throughout the day when considering design options.

The diagram on page 5 will help you determine if you should construct a parklet, sidewalk café, or streatery and what design requirements may apply to your project. It may be that a parklet meets your business' needs and is the best fit for your location, or it might be the case that a streatery is what you need to provide outdoor dining space. If you determine a streatery is appropriate for your business, this chapter details the additional requirements to help you plan your streatery and ensure that it's well supported by your neighbors.

LOCATION

Streateries are only allowed in the parking lane directly adjacent to your building frontage. If your frontage is narrower than a standard parking space (20 feet) and you need to extend your streatery beyond your frontage, we strongly encourage you to include a letter of support from your next door-neighbor(s) in your application package. Any streateries longer than two parking spaces will require additional review.

As with sidewalk cafés, streateries must be at least 50 feet away from residentially-zoned parcels (which are lots zoned RSL, SF 5000, SF 7200, SF 9600, LR1, LR2, or LR3). To determine whether your location meets this requirement, please take a look at Seattle's zoning map.

As detailed in the Parklet Handbook, you'll also need to consider the neighborhood, block, and site-specific context of the parking spaces outside your business to determine if your location will work for a streatery.

Photo: Portland Bureau of Transportation

DESIGN

In general, a streatery must follow the design guidelines for parklets found in the Parklet Handbook.

Your streatery will serve both private and public functions, so you should think about how its design can support different types of uses throughout the day.

If you plan to serve alcoholic drinks in your streatery, an additional set of design requirements need to be applied to make sure that you're in compliance with state Liquor and Cannabis Board rules. These requirements are explained in the Design Development section of this document.

NEIGHBORHOOD SUPPORT

Streateries are a relatively new concept in Seattle, so it's important for you to talk with and gain support from your neighbors before you apply for a streatery. People may not be familiar with streateries or parklets, so sharing your ideas and designs early in the process will go a long way in gaining their support.

To help defer costs and promote all-day activation, you may want to consider partnering with adjacent businesses or organizations that may be able to use the streatery while your business is closed.

FEES

Because streateries provide a direct economic benefit to the hosting businesses, you will need to pay fees for using the public right of way. For a streatery, the occupation fee is the same as for a sidewalk café: $1.56 per square foot. For a "standard" streatery in one parking space (6 feet x 20 feet) this fee will be about $190 per year.

You will also need to pay an annual replacement fee for every parking space that your streatery uses on a block. If your streatery is in an area with paid parking, this fee will be $3,000 per parking space. In areas with unpaid parking, you'll pay $300 per parking space. These fees are consistent with the rates charged for other private uses of a parking space, such as car sharing permits.

In certain cases, SDOT is able to "redesign" the parking arrangement on a block face when a streatery is installed to retain the maximum number of parking spaces. While this may reduce the replacement fee you'll pay, every streatery project will need to pay for the use of at least one parking space.

STREATERY PERMITTING FEES

Fee Purpose	Fee*	Payment Time	Process Phase
Review & Permit Fees	~$1,300	See Parklet Handbook	Various
Right of Way Occupation Fee	$1.56/ft^2	Issuance of Public Space Permit	Building Your Streatery
Parking Space Replacement Fee	$3,000/space - paid areas $300/space - unpaid areas	Post-Installation and Annually	Building Your Streatery
TOTAL FOR 1 PAID PARKING SPACE	**~$4,400**		
TOTAL FOR 1 UNPAID PARKING SPACE	**~$1,700**		

* Fees are subject to change

APPLICATION

APPLICATION REQUIREMENTS

Applying for a streatery is very similar to applying for a parklet. You'll submit the same documents that are required for parklets, but there are some additional pieces that we need in order to evaluate your application.

The following additional materials are required for a complete streatery application:

STREATERY APPLICATION FORM

The streatery application form asks for detailed information on the proposed location and an explanation for why you want a streatery instead of a parklet.

Use this form to list the number and type of parking spaces that you want to use for the streatery, as well as the specific hours you will provide table service. We also ask that you include a short description of your streatery to help reviewers understand what you're planning for the space and if you intend to serve alcohol.

DOCUMENTATION OF NEIGHBORHOOD SUPPORT

Because this is a pilot program, we are asking you to demonstrate a slightly higher level of neighborhood support than is required for parklets. You will need to submit four letters of support from businesses, residents, community groups, or property owners in the neighborhood. At least one letter must be written by a business or a resident located on the same block as your proposed streatery. Similar to parklets, we also ask that you provide proof that you have contacted a local business or community association in your neighborhood about your streatery idea.

Lastly, you will need to submit a petition of support to show widespread community backing for your project. Neighbors, customers, and people who pass by your business can sign this petition.

Photo: Portland Bureau of Transportation

Photo: Portland Bureau of Transportation

SITE PLAN

Your streatery site plan should follow the guidelines described in the Parklet Handbook, with these additions:

1) Location of entrances and exits to the business hosting the streatery.

2) Location and number of tables, chairs, and seating areas.

3) Location of curbside fencing if you intend to serve alcohol.

LETTER OF AUTHORIZATION

For dining areas in the right of way, we require a Letter of Authorization that is signed by the business or property owner. This letter verifies that your streatery will be operated by a food service business that has King County Department of Health approval.

This form can also be used to authorize an agent to apply for and obtain a streatery permit for the business' owner.

SELECTION CRITERIA

We will evaluate all streatery applications received based on their proposed location, the demonstrated level of community support, and the programming intentions for the space.

The selection criteria listed in the Parklet Handbook will be applied to our review of streatery applications, but particular emphasis will be placed on:

PROGRAM AND DESIGN APPROACH—Would the proposed program and design for the streatery allow for enjoyable use during both serving and non-serving hours of the day?

Photo: Arrondissement de Verdun

DESIGN DEVELOPMENT

DRAFT CONCEPT DESIGN

Streatery concept designs must include the same detailed, fully dimensioned plan (overhead) view, dimensioned section (side) view, and two or more perspective view drawings that are required for a parklet. Several additional details should be included on your streatery concept drawings:

ENHANCED SITE PLAN

- Location of entrances to and exits from the hosting business
- Dimensions of the host's building frontage
- Detailed types of tables and seating
- Location of any required alcohol service fencing
- Notations of Americans with Disabilities Act (ADA)-compliant seating area

Photo: Portland Bureau of Transportation

FENCING

Identify the basic materials to be used for the support posts and cross-members of any fencing required for alcohol service (note that specific details such as type of metal for the support posts or diameter of fencing cable are not needed at this phase). Also describe the installation method of fencing—that is, whether it's movable or permanently affixed to the streatery.

Photo: Samuel Heller, SF Planning

DESIGN GUIDELINES

SITING

The streatery must be at least 50 feet from any residentially-zoned property (lots zoned RSL, SF 5000, SF 7200, SF 9600, LR1, LR2, or LR3). If the height of the streatery is more than 36 inches, it must be at least 20 feet away from all crosswalks, whether marked or unmarked. This means that any streatery serving alcohol must be at least 20 feet from a crosswalk since the fencing requirement is 42 inches.

LENGTH

The streatery is limited to the host building's frontage. If your building frontage is less than 20 feet in width and you need to extend your streatery beyond your frontage, we strongly recommend including a letter of support from the adjacent business or property owner(s) with your application.

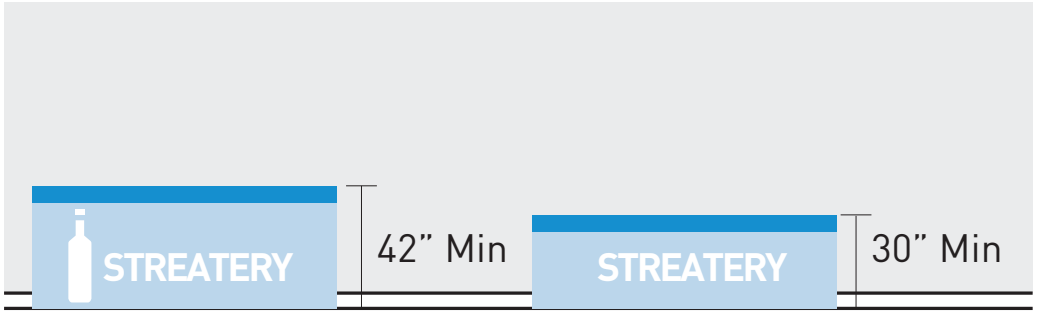
HEIGHT

The exterior edge must be a minimum 30 inches tall. If alcohol will be served to customers within the streatery, this edge must be at least 42 inches tall.

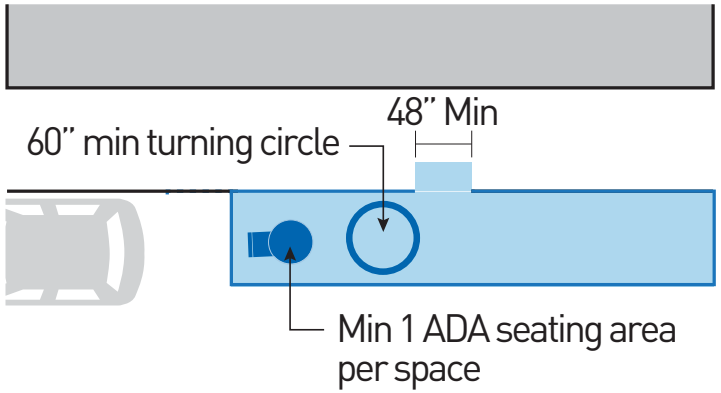
ACCESSIBILITY

You will need to provide at least one ADA accessible seating area per parking space used for your streatery. A 60-inch wheelchair turning circle must be provided in this seating area. Chairs and tables can be placed within this area, but must be movable or storable as needed The entrance to the streatery also needs to be 48 inches wide to accommodate a wheelchair.

HEIGHT



ADA ACCESS



FENCING

The fencing required for alcohol service can be movable, anchored, or integrated into the structure of your streatery. Landscaping should be included in any integrated fencing.

Photo: Sarah Showalter, CNU Colorado Chapter

SEATING

While tables and chairs can be movable, we encourage you to integrate permanent seating into the streatery so that people can use the space during non-serving hours.

SIDEWALK AND PLANTING AREA USE

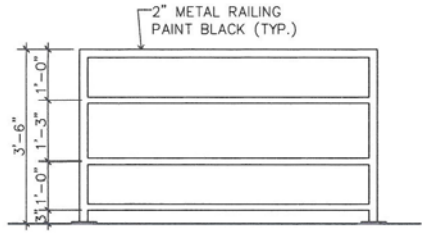
Your streatery may extend onto the adjacent sidewalk or planting area, but must leave at least six feet of pedestrian clearance and a four foot wide pedestrian visual corridor (see CAM 2305). The sidewalk portion of your streatery and any separate sidewalk café seating you have at your buisness may not exceed the width of the available pedestrian clear path on the sidewalk.

TECHNICAL DEVELOPMENT

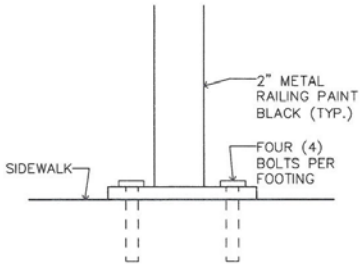
CONSTRUCTION DOCUMENTS

The construction document package for streateries must include the same drawings required for parklets with one addition:

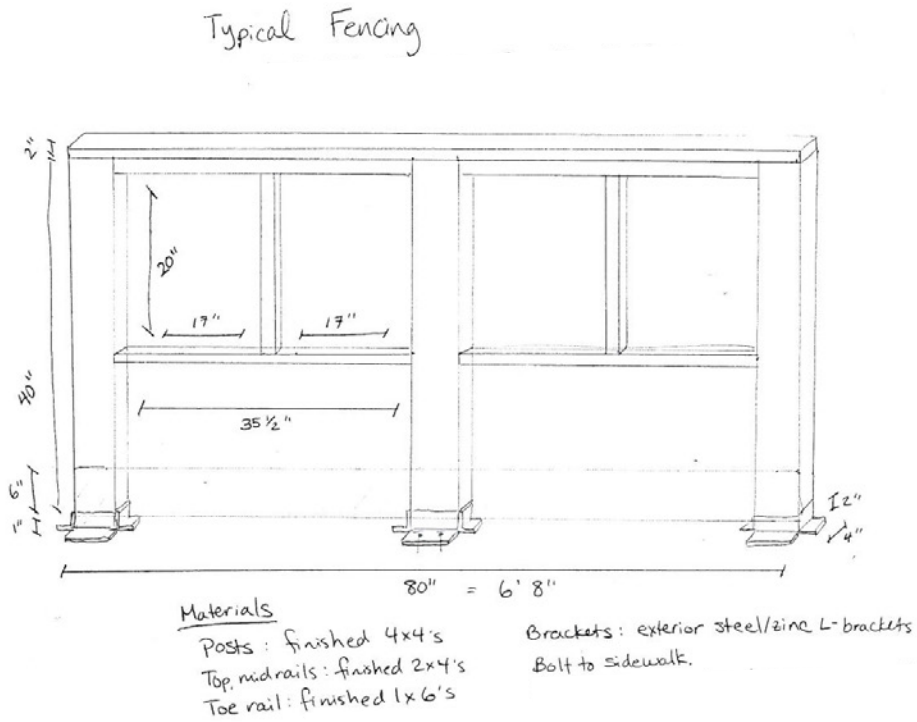
1) DETAILED FENCING PLAN (if serving alcohol):
This plan should contain diagrams showing how your streatery fencing will be assembled and secured. You should list the type of materials that will be used and provide dimensions.



1 ELEVATION
SCALE: 1/2" = 1'-0"



2 FOOTING DETAIL
SCALE: 3" = 1'-0"



BUILDING YOUR STREATERY

STREATERY SIGNS

Once your permits are issued and you're ready to build your streatery, we will provide you with 2 "STREATERY" signs that indicate your hours of service. You will need to install these signs on both ends of your streatery in places that are highly visible to passing pedestrians.

POST-INSTALLATION

USE THROUGHOUT THE DAY

SERVICE HOURS

During your listed hours of service, the streatery is yours to use for the exclusive use of your business' customers. Any equipment you need for serving should stay within the footprint of the streatery and not extend into the sidewalk, adjacent parking spaces, or travel lanes. If you choose to not use your streatery for table service on a particular day, the space should remain open for public use.

NON-SERVICE HOURS

Whenever your business is not serving customers, the streatery will become a public parklet open to everyone. Chairs, tables, heating elements, and weather protection can be left in the streatery and should be arranged in a way that's inviting and usable to the public. No ropes, chains, or fencing may be used to prevent people from entering or using the space.

Any equipment used for food or drink service should be removed from the streatery when your business is closed. Storage can be built into the streatery structure, but equipment like serving carts or trays shouldn't be left out.

If possible, you should move or detach your sidewalk-side fencing during non-business hours to maximize access into the streatery.

Photo: SF Planning

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