





DAG's Vision For Streeteries

At the Design Advocacy Group (DAG), we believe that every neighborhood in Philadelphia should receive thoughtfully designed spaces that look to incorporate themselves into the community.

Rather than create a series of cumbersome structures whose focus is turned exclusively inward on paying customers, turning their backs on the sidewalk, we believe that Streeteries must engage meaningfully in their urban context.

It is clear to us that an organized, well-defined vision of what these dining venues can become is essential to both their future success and the current moment as restaurant owners pivot in reaction to new regulations.

While some restaurants have the resources to hire designers to create unique spaces that meet whatever criteria are set in place, these businesses are far from the norm, and should not be the focus of the city's efforts. Instead, Philadelphia's small, locally owned restaurants, those with limited time and access to design services must be considered and provided with whatever support can be offered to simplify the process.

Acknowledgments

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INTRODUCING STREETERIES

01

Streeteries: From Pandemic to Permanence

Following the onset of the coronavirus pandemic, city-wide restrictions closed down the majority of indoor activities. Philadelphia's restaurant community was dramatically impacted. As a temporary solution to prevent closures of businesses, the city passed legislation to allow the temporary establishment of outdoor dining in the form of Streeteries. Streeteries, a mixture of the word "Street" and "Eateries" allowed for restaurants to take over parking spaces, and in some cases entire streets, in front of their establishments to set up outdoor dining services.

Quickly, Philadelphia's streetscapes transformed, expanding the pedestrian public realm from the sidewalks and storefronts to the roadways. Diners and restaurant owners alike saw many benefits in the form of improved street vitality, dining experience, and creative and distinct Streeteries designs that planted the seeds of a different use for Philadelphia's city streets.

In the wake of the relaxation of pandemic restrictions and the City's return to pre-pandemic measures for indoor dining, the influence that Streeteries had on the streets of Philadelphia remains apparent to restaurant owners and diners alike resulting in advocacy for the continuation of Philadelphia's initially temporary solution to pandemic restrictions.

On September 30, 2021, a new bill was introduced by the City of Philadelphia outlining guidelines and regulations specifically aimed at making Streeteries a permanent aspect to Philadelphia's streets. However, the new bill was met with mixed reactions; the stringent rules outlined in the bill meant many of the existing Streeteries in Philadelphia did not adhere to new regulations—much to the concern of restaurant owners who had seen dividends from their Streeteries, namely in the form of unique designs that often was a big

Philly restaurants express frustration with 'streeteries' regulations

By Matt Eichmann - March 16, 2022



Image Source: whyy.org

“Philadelphia's streetscapes transformed, expanding the pedestrian public realm from the sidewalks and storefronts to the roadways”

draw. The City of Philadelphia promised newer, updated regulations that would address the concerns in the Summer of 2022, however, progress was halted and delayed to later in the year.

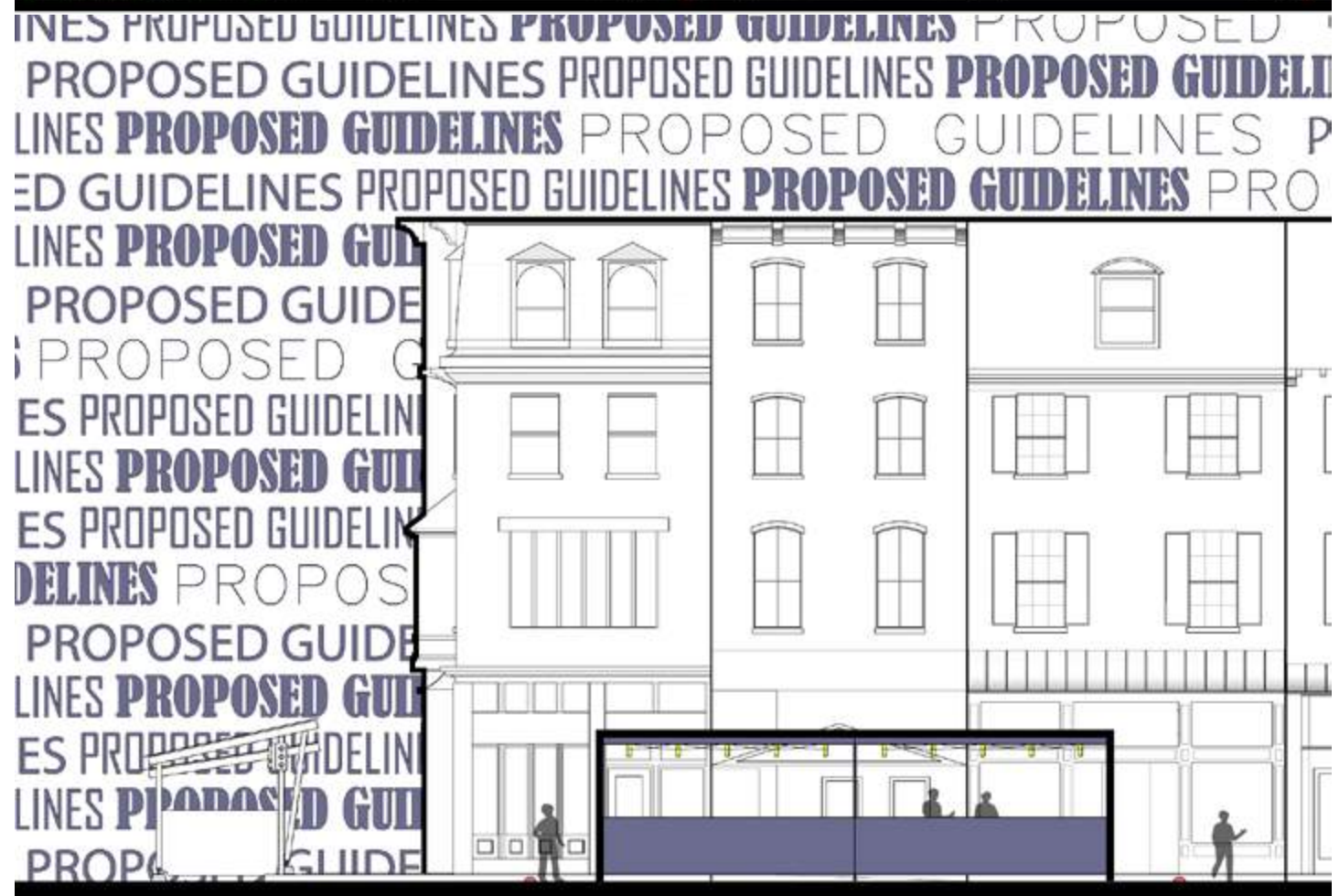
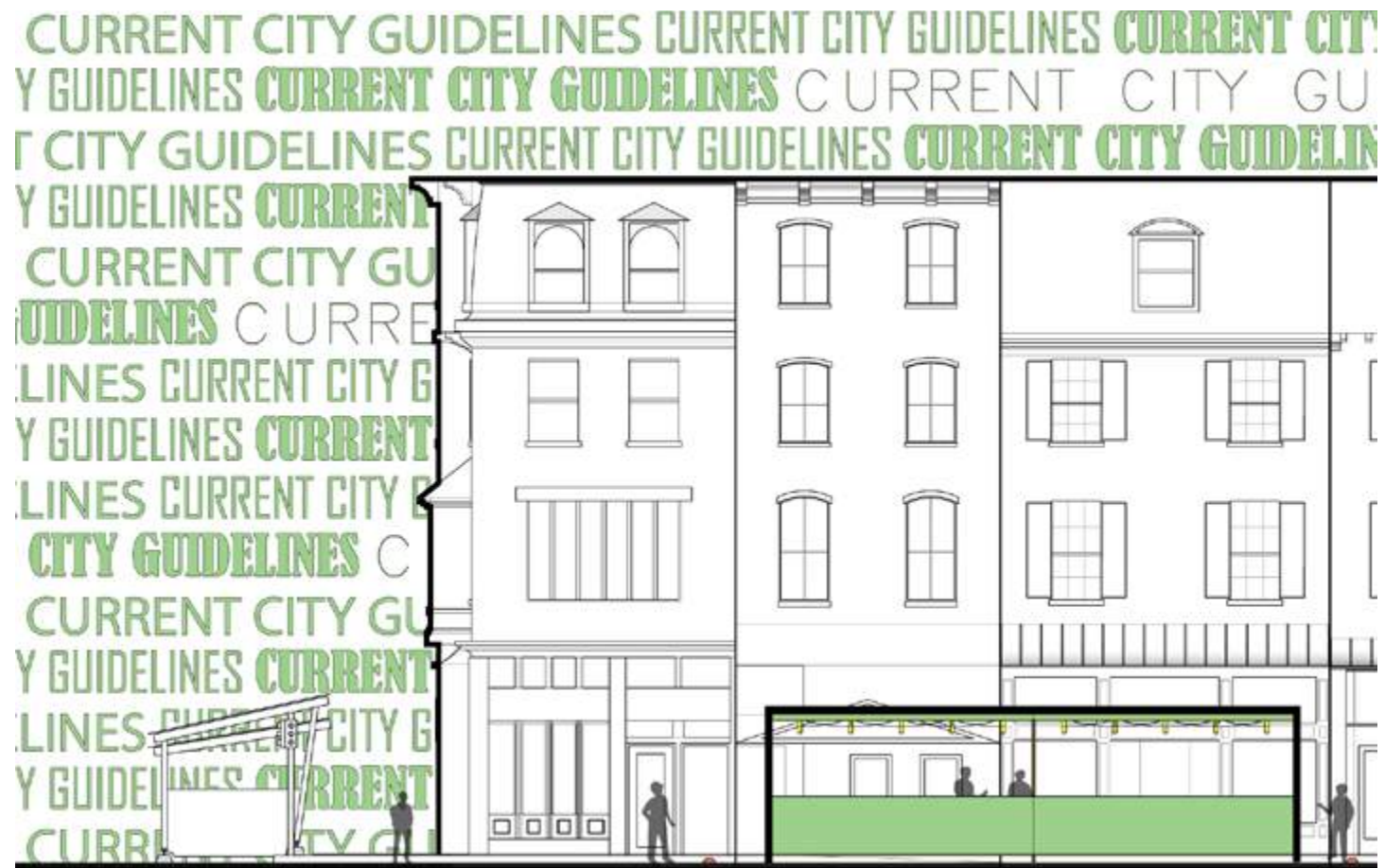
As of this writing, the City has yet to release amended regulations for permanent Streeteries, and restaurant owners continue to be concerned about whether they can continue to operate the future of outdoor dining.



Above: Streeteries facing Rittenhouse Square in Philadelphia; adjacent use permits allowed restaurants to expand past their storefront parking spaces to accommodate larger volumes of diners. Photo Source: Google Maps

Below: Streeteries designs throughout Philadelphia vary, with some streeteries being fully covered with features such as air conditioning, heating, and plantings. Photo Source: Kendon Photography





The Website: Philadelphia Streeteries



The Streeteries team, along with support from the Design Advocacy Group (DAG), were tasked with taking new Streeteries regulations and forming a website which explains, visualizes, and organizes the information for easy access to restaurant owners interested in setting up new Streeteries or looking to understand the City's new legislation on permanent Streeteries.

However, with the expected release of new legislation being delayed, we were forced to course-correct and focus on existing current regulations and guidelines as well as proposing "Best-Practice" guidelines based off of our research of other city guidelines

for Streeteries and outdoor dining while considering Philadelphia's local context and constraints.

The website we created will serve as a hub of information, as well as indication to the City of Philadelphia that there are efforts being made to push for regulations that better serve the reality of Philadelphia's restaurant owners looking to maintain and build Streeteries.



OUR PROCESS

02

Gathering Information: Philadelphia's Diverse Streeteries

The research process began with in-depth reviews of existing streeteries, both in Philadelphia, and around the country. Guidelines from cities such as New York City, Miami, and San Francisco (and more) were referenced to see how each city dealt with standards for designing, building, and maintaining outdoor dining features.

With Philadelphia already being home to a large number of Streeteries, we were never short on visual references. Photos, walks to streeteries, and observation of the spaces they created were integral to setting up a strong foundation to proceed with the project.



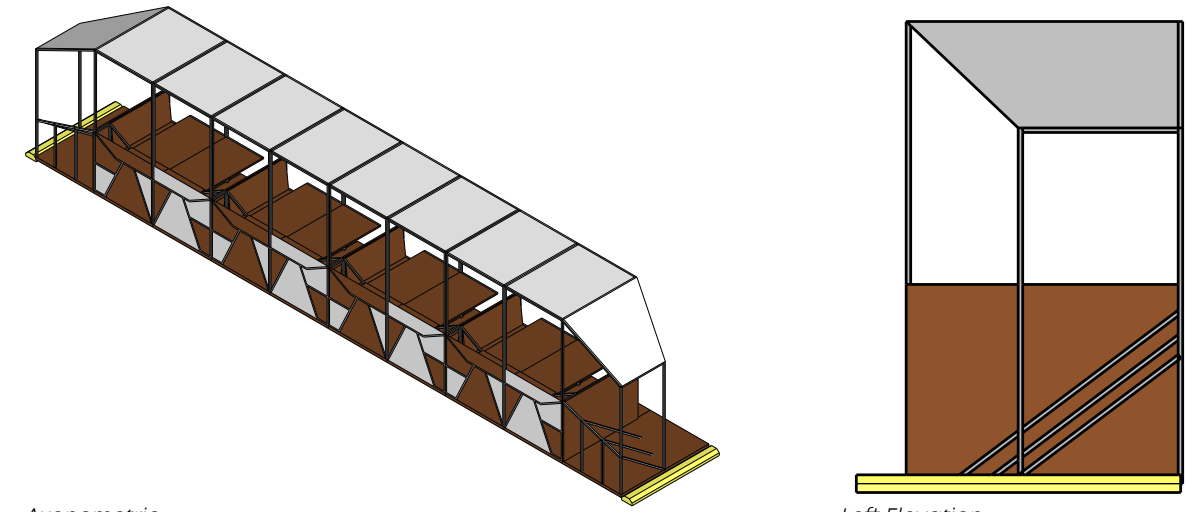
*Right & Below: Multiple streeterie designs, some more open than others, but with their own distinct identities.
Photo Source: Google Maps | The Counter | Kendon Photography*



Design Exploration

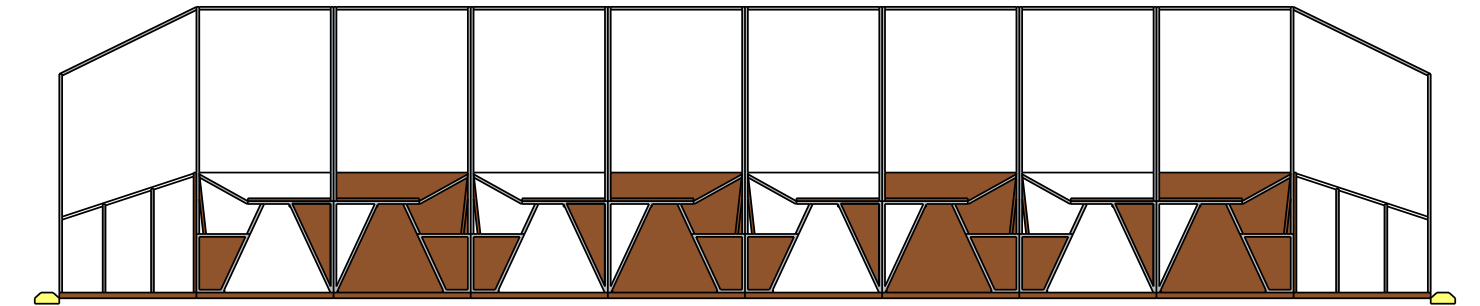
One of our earliest studies to further our understanding of streeteries as a typology was looking at precedents we believed were of high quality and modeling them digitally. This process helped us to understand what elements are most important to include in a successful Streeterie. These models also served as an editable template to show what specific changes could be made to a given design to bring them into compliance with current city guidelines and ‘Best Practice’ suggestions.

The analysis of well designed current streeteries led us to design our own versions, based on the “Best Practice”. These serve as supplemental sources of inspiration for restaurant owners.



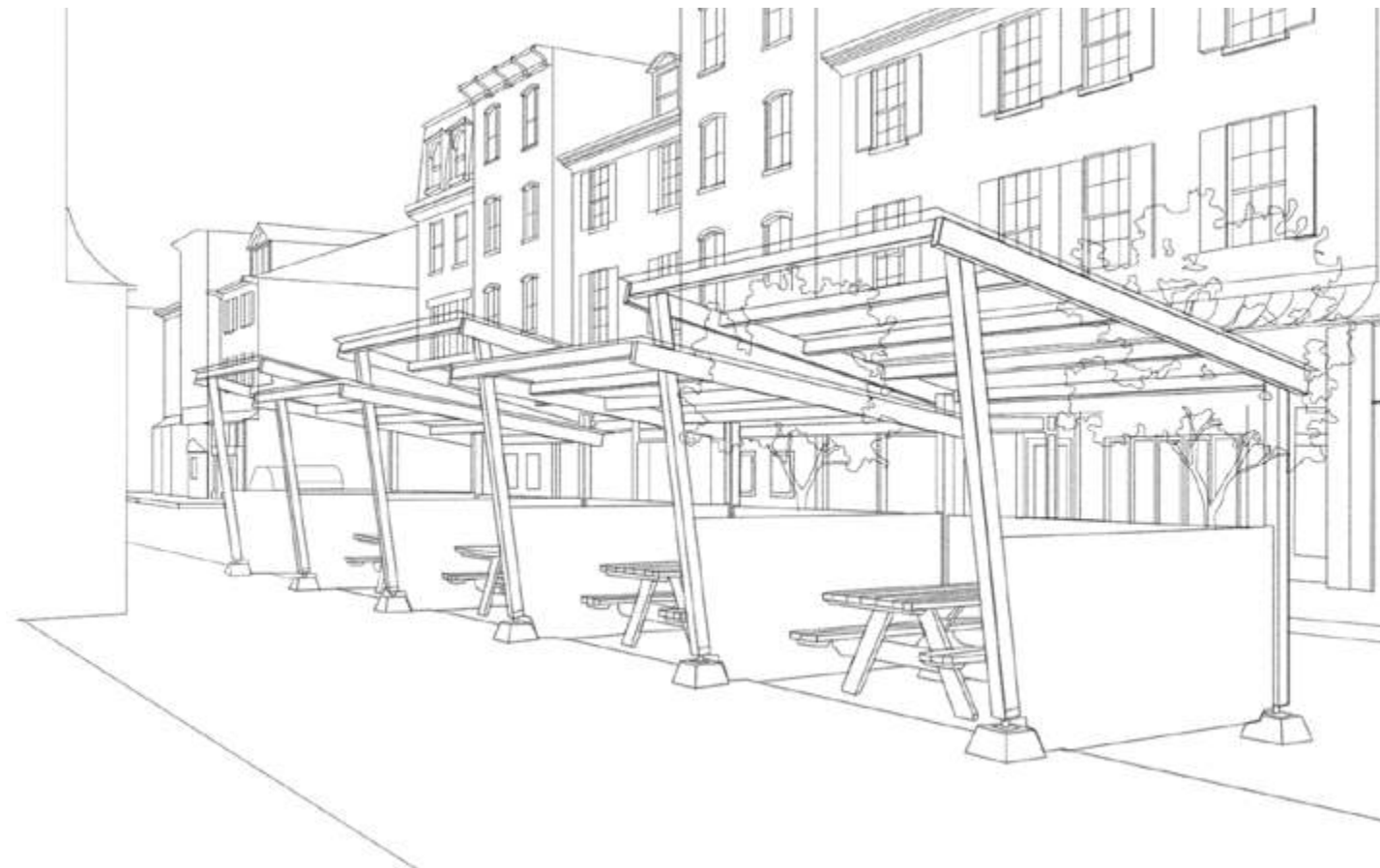
Axonometric

Left Elevation

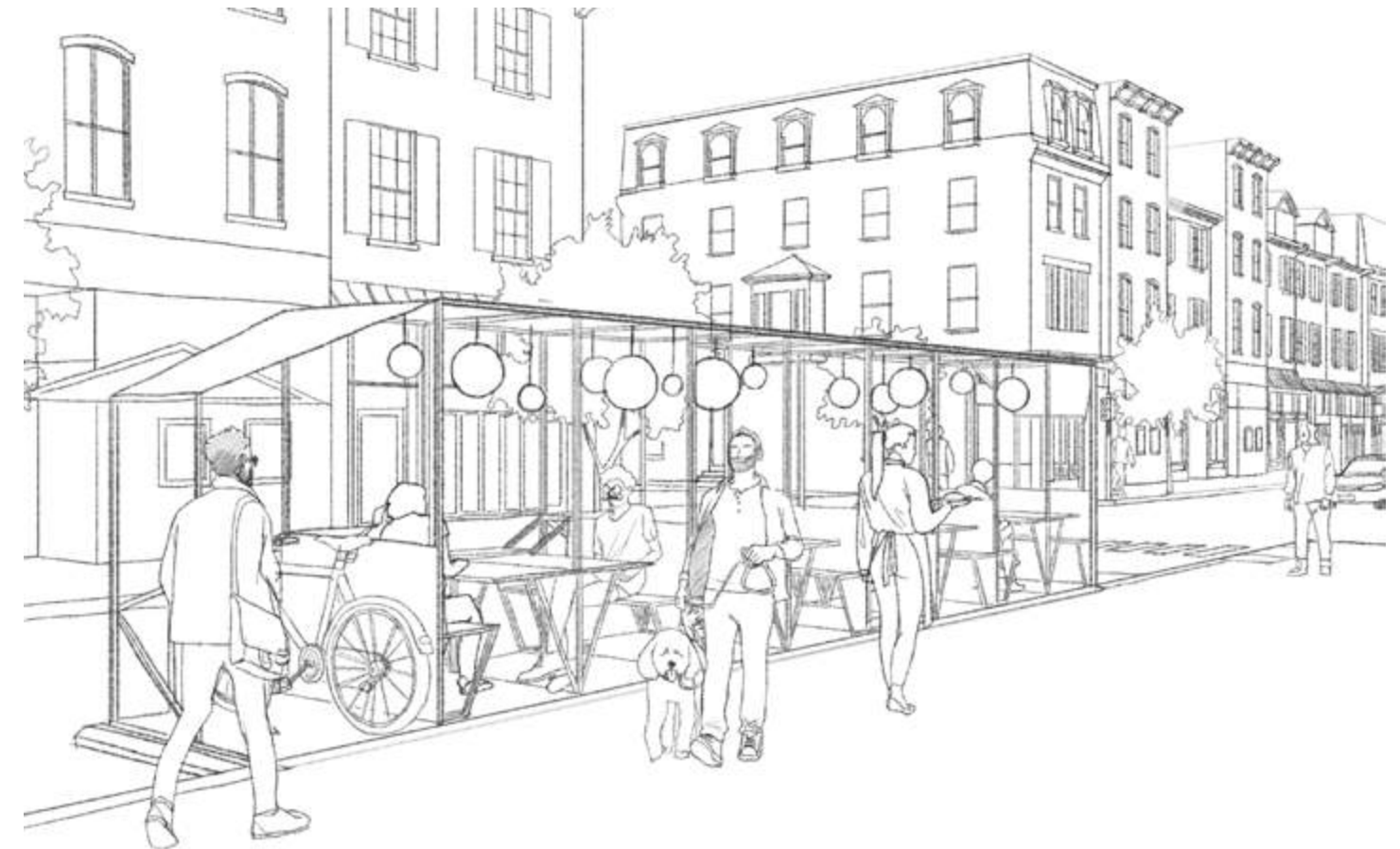


Rear Elevation

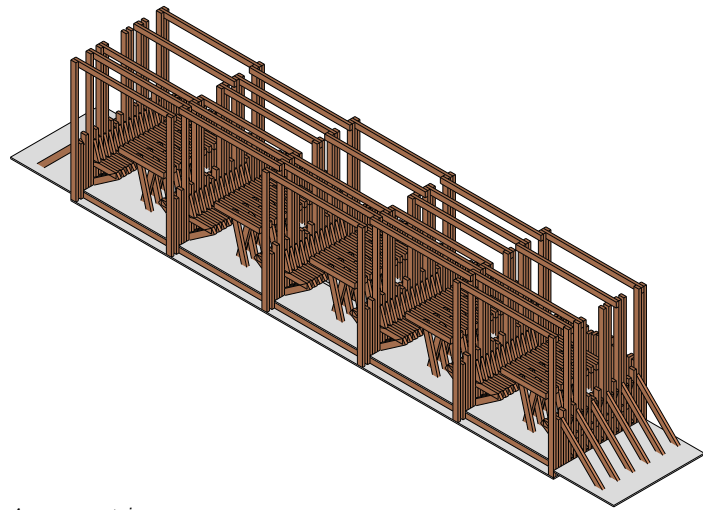
Internal Design 1



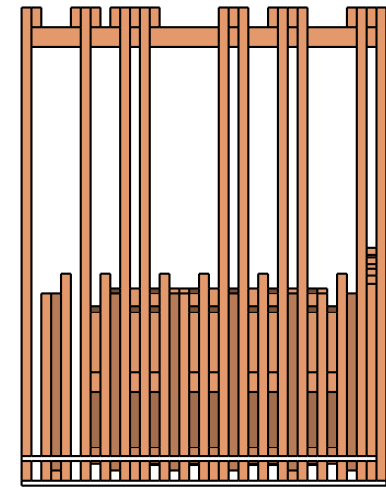
Eye level perspective



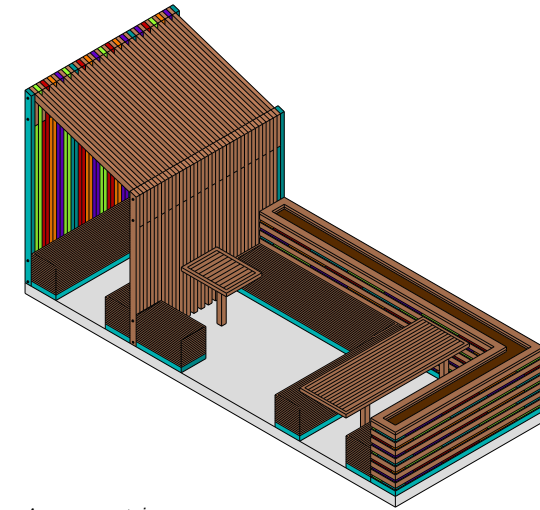
Eye level perspective



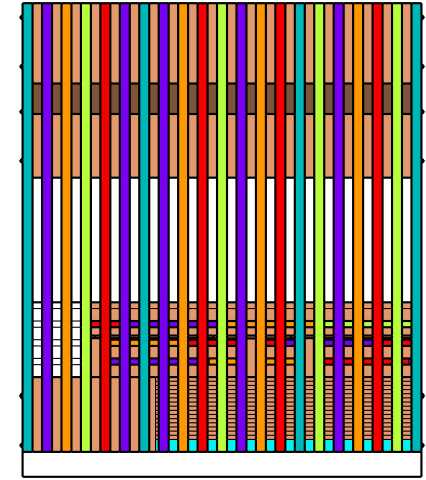
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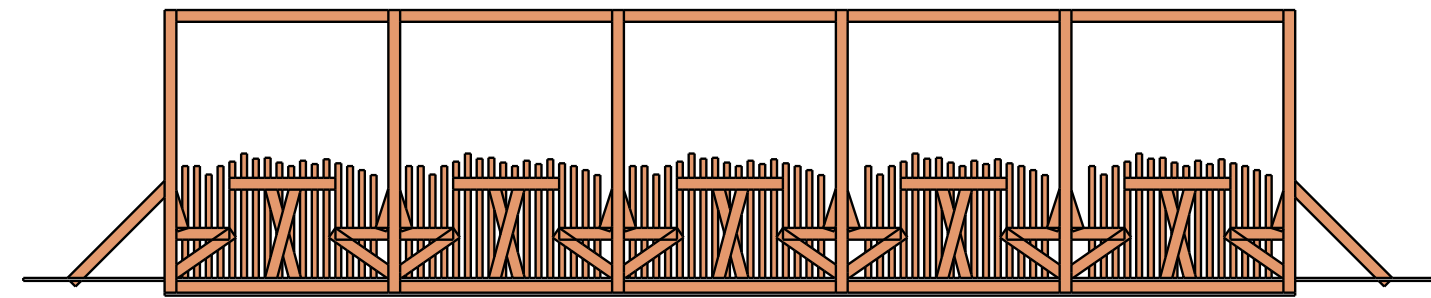
Left Elevation



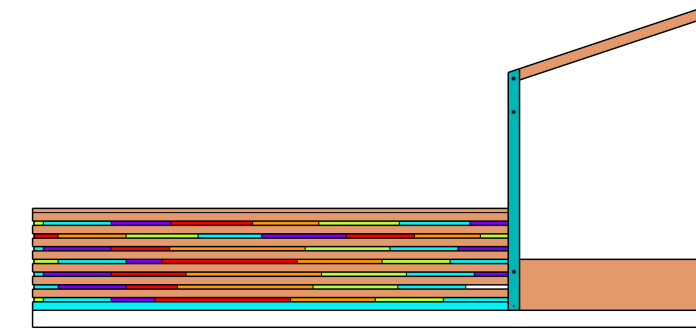
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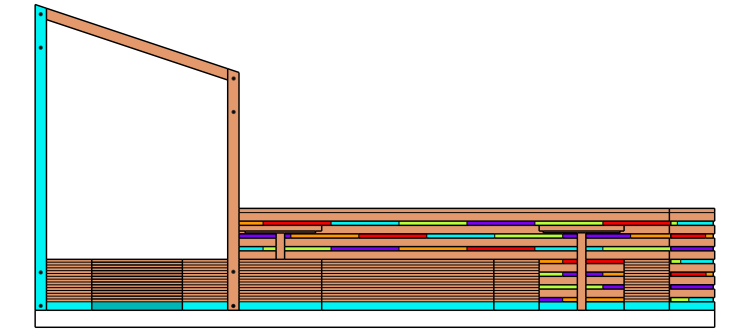
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Rear Elevation
Internal Design 2

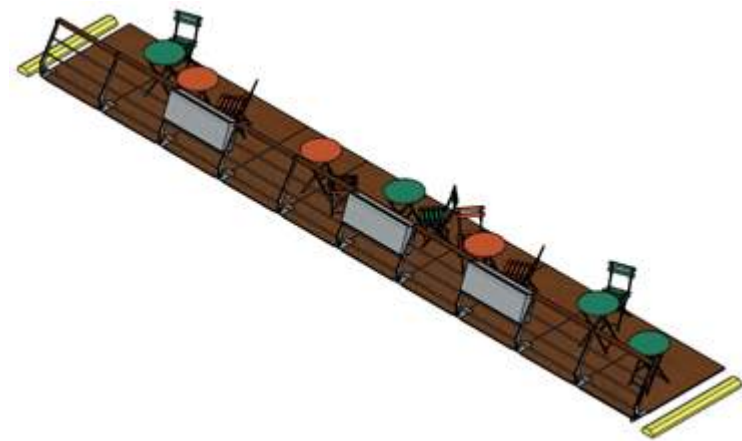


Front Elevation

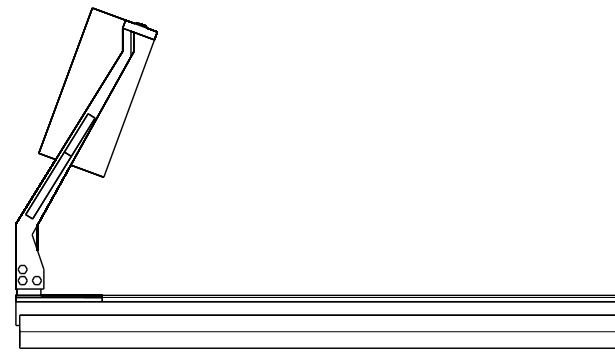


Rear Elevation

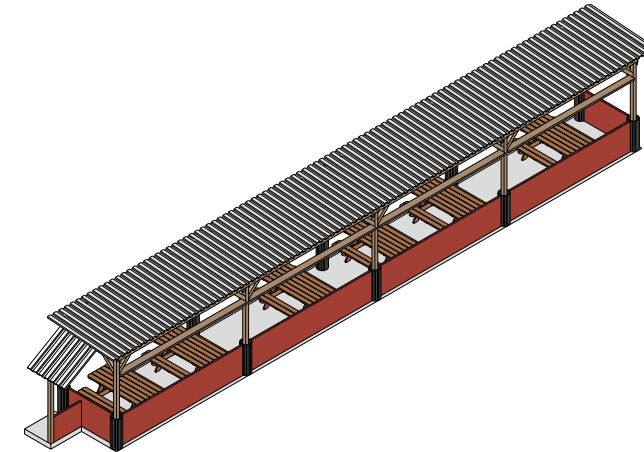
WPA Parklet (Existing)



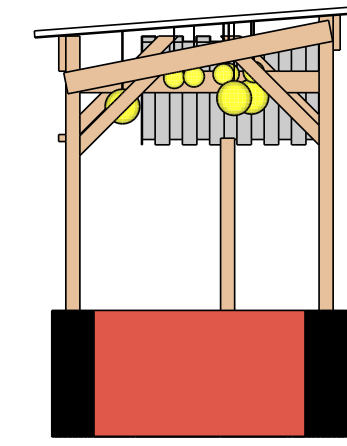
Axonometric



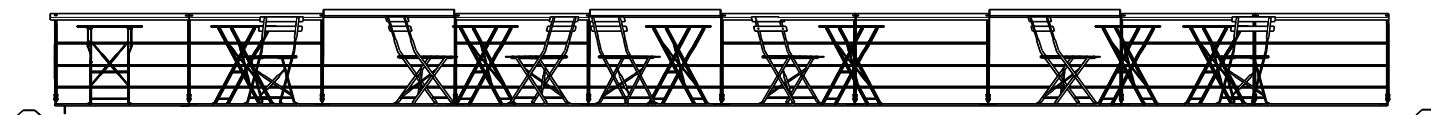
Left Elevation



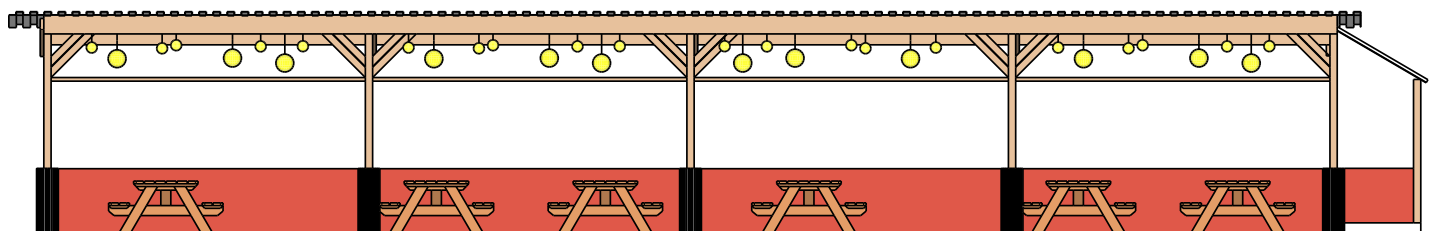
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Left Elevation



Rear Elevation
Green Line Cafe (Existing)



Rear Elevation
Johnny Brenda's (Existing)

Identifying Needs: Preliminary Surveys

Under current Philadelphia Legislation (as per Bill No. 21077601), many Streeetry structures throughout Philadelphia are not compliant. With a general lack of enforcement of said legislation, restaurant owners are left confused and concerned whether they can maintain their current Streeteries.

Surveys

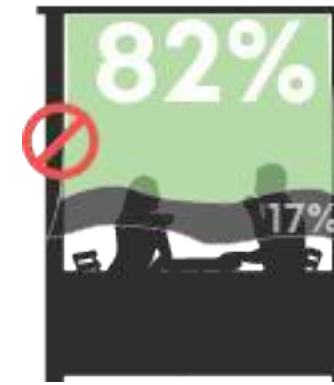
During the research process, a preliminary survey* was put together and shared with members of the Pennsylvania Restaurant & Lodging Association (PRLA) to gauge how owners felt about the current state of Streeteries in Philadelphia. General responses indicated that restaurant owners would follow the new rules as long as they could keep their existing Streeteries.



44% Of respondents referenced Philadelphia's Outdoor Dining Guidelines or chose to self-design their Streeteries



44% Of respondents preferred to design their own streetry over selecting a pre-approved option.



82% of respondents expressed they would still operate a streetry **even if there were requirements for significant openness in all walls.**



76% of respondents expressed they would still operate a streetry **even if heating and cooling were not permitted.**

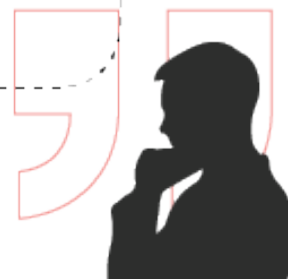


44% Of respondents stated that **safety was the main concern when designing their streeteries.**

- Closure/Layoffs
- Varying Space by Location
- Rise in Costs
- Stringent Regulations
- Equity
- Transient populations
- Approval times



"Not being allowed to keep it is our biggest concern. Our staff & guests love it and it has given us life during the warmer months vs being our slowest time of year. It also allows us to seat people in wheelchairs easily which we cannot do indoors due to the size of our building."



Some (but not all) restaurants benefit from large streeteries, some have even benefited by expanding into completely closed streets...(We are) Also concerned that there is no conformity in design and safety. Some are constructed by staff in a ramshackle manner.



*Based on data collected from 18 survey respondents



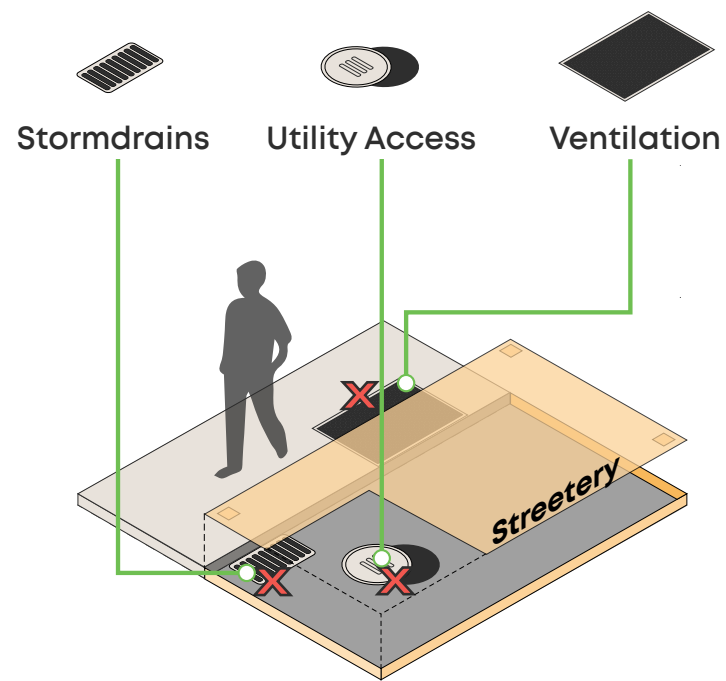
CITY GUIDELINES

03

All regulations shown in the following diagrams are directly referenced from Philadelphia Bill No. 21077601 Introduced in September 30, 2021*

*Diagrams shown do not cover all rules stated in the Streeterly Bill; These graphics only represent a selection of the most important guidelines for constructing your own Streeterly.

Structures must not obstruct:

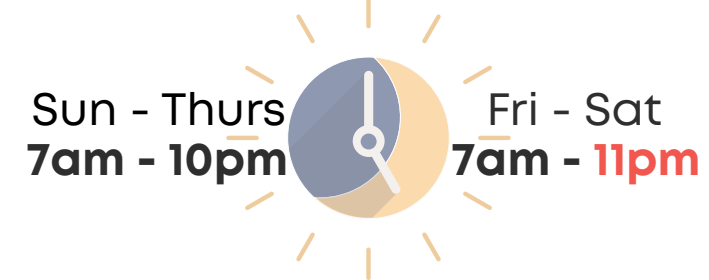


Setbacks

No portion of any Streeterly, including a protective barrier, may be placed within:

- 15 feet of any fire hydrant
- 20 feet of a crosswalk, pedestrian street-crossing curb cut or a bus or other transit stop
- 30 feet of any flashing signal, stop sign, yield sign or traffic-control signal.

Hours of Operation

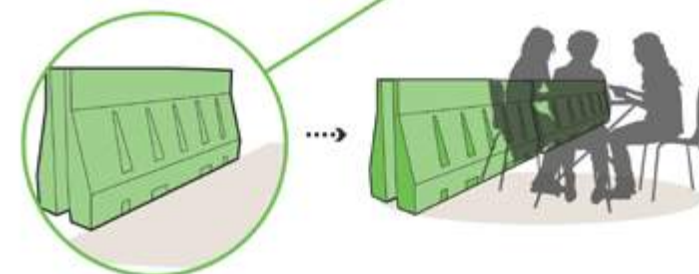


Utility Access

No platform or structure may be placed on top of a utility manhole cover or hinder access to or prevent proper ventilation of utility structures.



Crash Proof Barrier



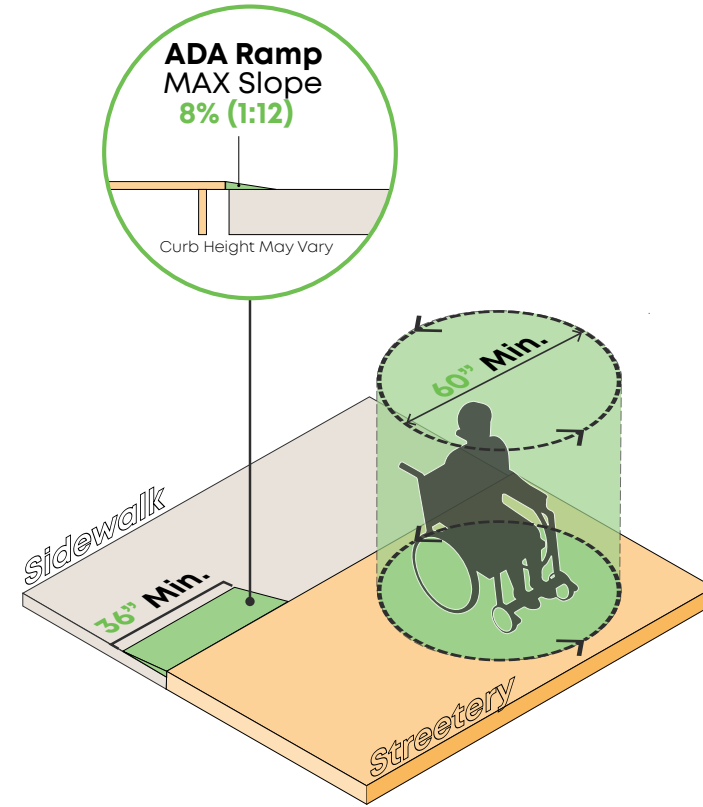
Safety & Barriers

All Streeteries must be protected by a **crash-proof physical barrier** abutting any portion of the Streeterly alongside of which vehicular traffic passes at any time, pursuant to such standards as established by regulation.



Right of Way Clearance

No portion of any Streetery, including a protective barrier associated with the Streetery, shall reduce vehicle clearance in any portion of the right of way to less than 12'



Not to Scale

ADA Access

All Streeteries must be accessible, pursuant to standards established by regulation.

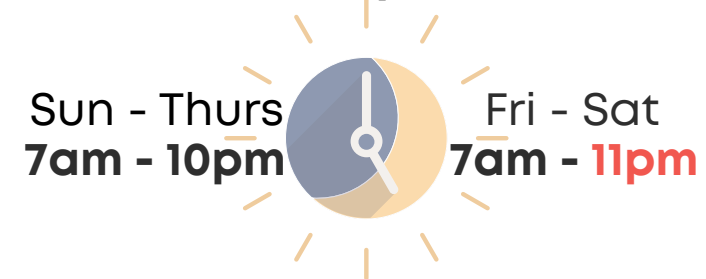
Hours of Operation



Seating Capacity

The number of Streetery dining seats may not exceed the total number of dining seats located in the interior dining locations of the restaurant.

Hours of Operation



Hours of Operation

A Streetery shall only be operated for business between the hours of 7 a.m. and 10 p.m. Sunday through Thursday and 7 a.m. until 11 p.m. on Friday and Saturday.



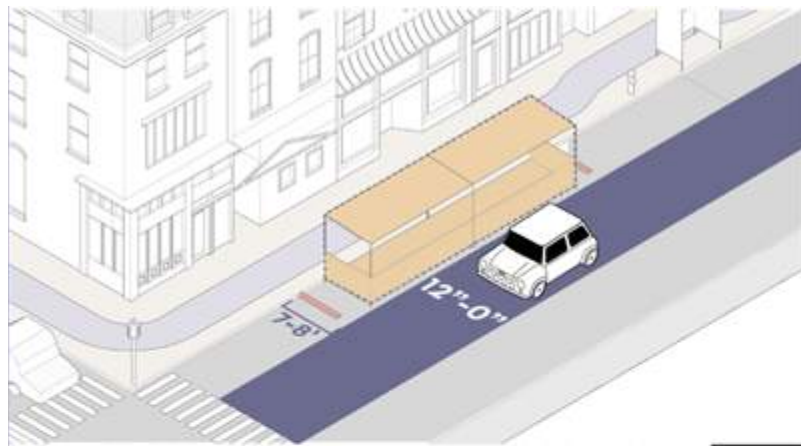
BEST PRACTICE

04

These “Best Practices” represent DAG’s ideas for an improved, future Streeteries Program in Philadelphia. Some of the following suggestions may be implemented now.

*Please note, these guidelines are aspirational and are not a substitute for current city guidelines.**

**Guidelines presented are meant to serve only as reference by establishments seeking to build their own Streeteries. DAG will not be held responsible or liable for any build-out based on the information provided.*



Right of Way Clearance

Streeteries width should reflect the right of way conditions. A universal width is not necessary when parking lanes vary in width throughout the city.

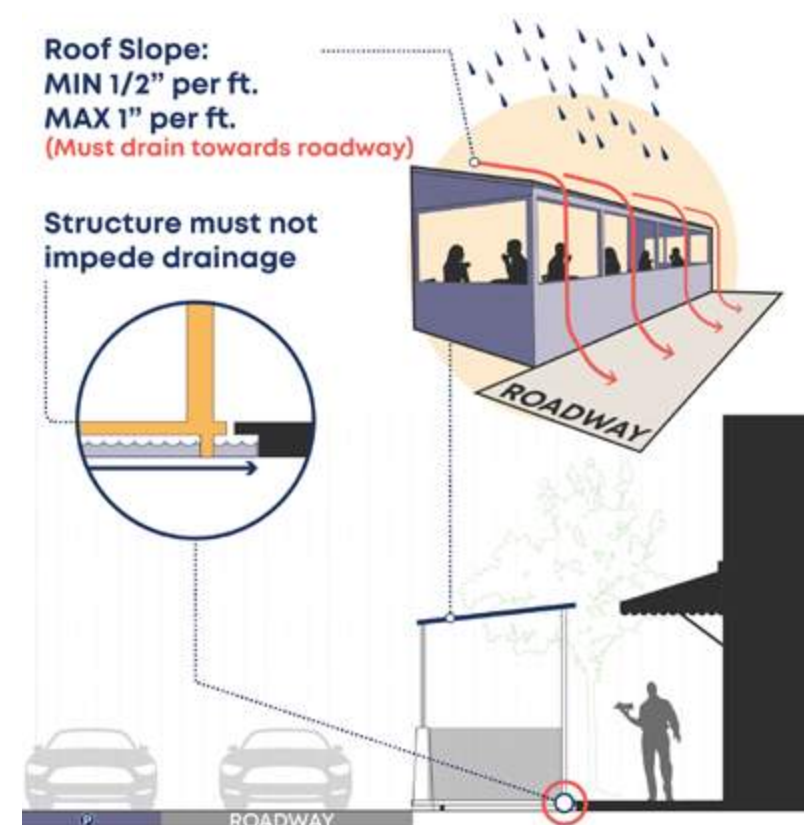


Walls & Enclosures

Walls should remain open, without panels of vision glazing of any kind.

Each individual face of the Streeteries above 42” should remain 90% open at minimum.

It is encouraged to have open vertical elements to guarantee unobstructed sightlines for both drivers and pedestrians.



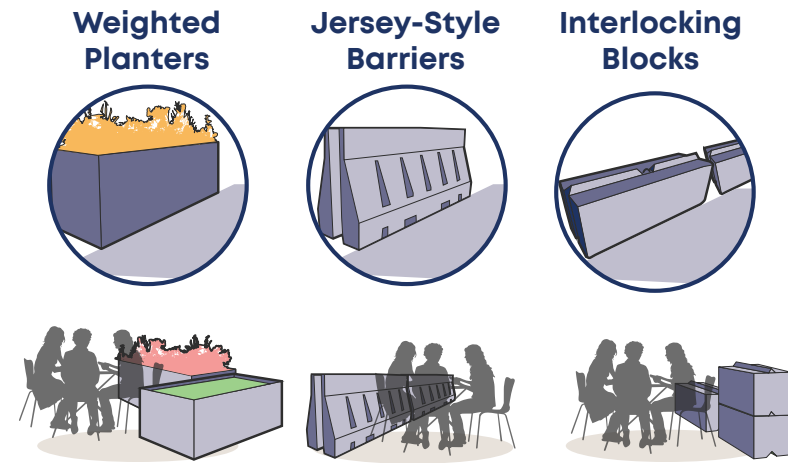
Roof Slope and Drainage

Minimum roof slope of 1/2” per ft. (4%)

Maximum slope of 1” per ft. (8%)

Roofs must drain away from the sidewalk.

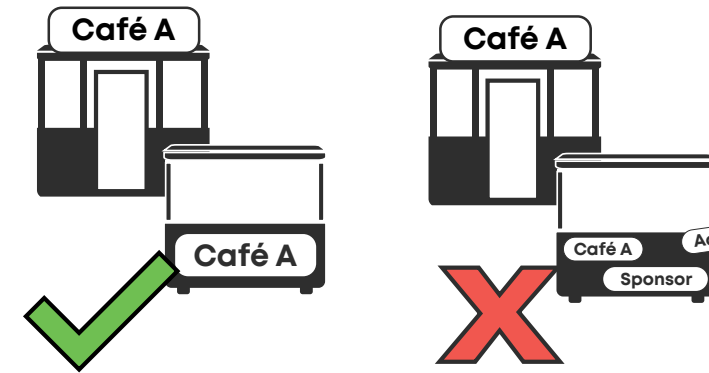
Streeteries structures must not obstruct or impede proper drainage and stormwater runoff.



Safety & Barriers

Options should be expanded to include barriers meeting either the requirements of the city of Philadelphia Parklets Guidelines or weighted planters of a set minimum weight to allow flexible safety.

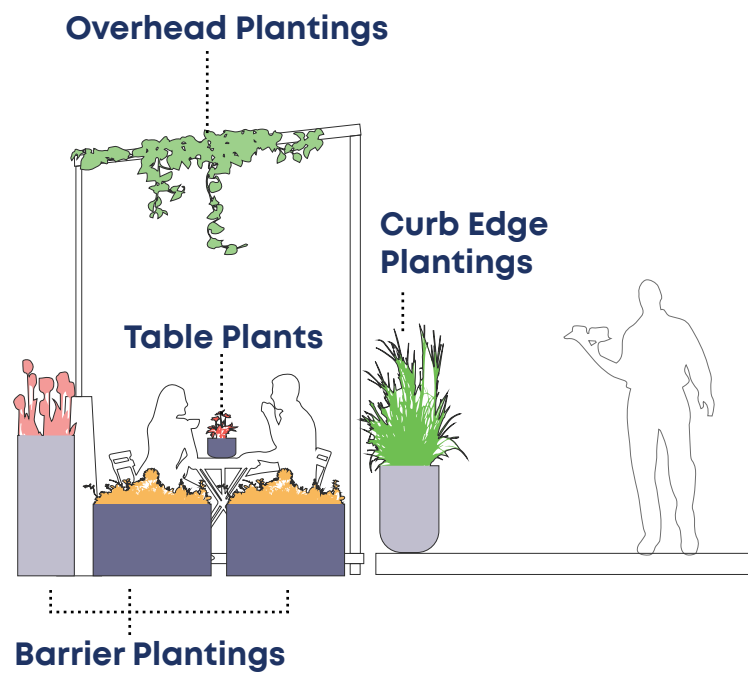
Options should be considered for different faces of the Streeterly rather than one uniform condition.



Signage

Signage should only be allowed for the restaurant to whom the Streeterly belongs with no additional signage for other businesses or restaurants owned by the same owner.

Signage should be limited to a set size for end caps and street facing facades.



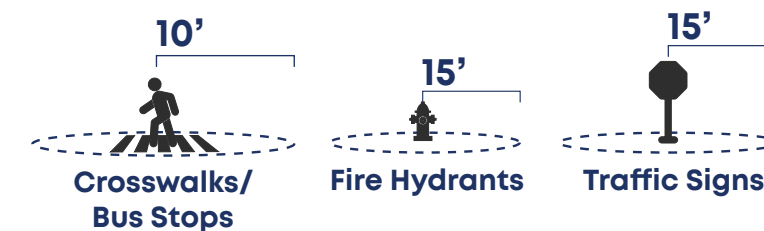
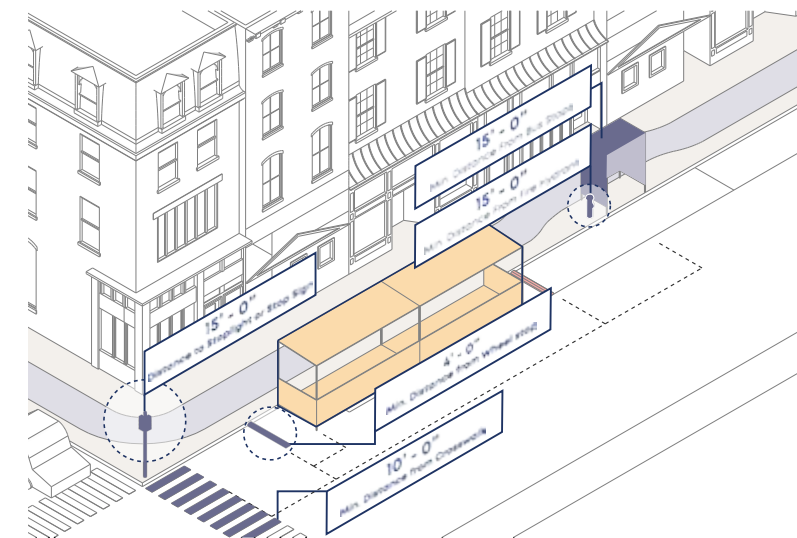
Greenery

All Streeteries should have some element of live greenery associated with them.

Options could include:

Planters as safety barriers
Planters along the curb edge
Dedicated planters on dining tables.

A list of plant species should be provided allowing restaurant owners to select from pre-approved native, hardy plants.



Setbacks*

No portion of any Streeterly, including a protective barrier, should be placed within:

15 feet of any fire hydrant

15 feet of a crosswalk, pedestrian street-crossing curb cut or a bus or other transit stop

Within 15 feet of any flashing signal, stop sign, yield sign or traffic-control signal.

**setback distances may be restricted based on local/state laws*

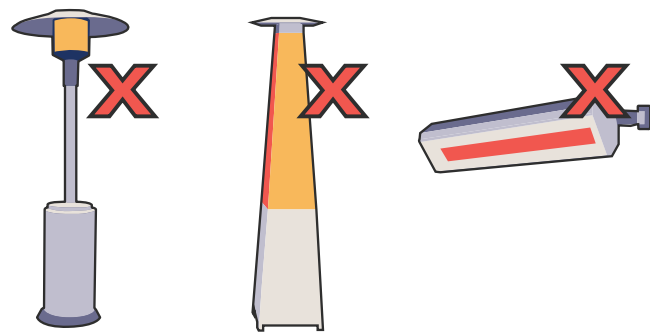
Electrical connections must be secure & must not impede Pedestrian Right of Way



Electricity

To provide both safe light levels and welcoming ambient glow, electricity should be allowed for Streeteries,

Steps should be taken to make electrical connections from the restaurant's building to the Streetery as simple as possible.



Heating & Ventilation

For issues of safety and sustainability, Streeteries should not include heating, irrespective of fuel source.

 **Heating is not recommended within streetery structures**



Height

Streeteries should be limited to 42" in height, with the following exceptions:

Umbrellas for protection from sun and rain (wind uplift protection required)

Stanchions for Streetery specific lighting

Height Limit Exceptions:

Umbrellas
(uplift protection required)

Lighting Stanchions





MOVING FORWARD

05

Working with Future Legislation

A Need for Clarity

An increasing concern for restaurant owners has been the legality of their own Streeteries. With delays in the release of update legislation for permanent Streeteries, the process that owners must undergo in order to build and establish their own Streeteries has not been clarified by the City, leading to uncertainty about whether new Streeteries can be constructed at all.

A Need for Structure

The continued lack of instruction from the City concerning the building and permitting of Streeteries remains a source of confusion. Even today, more than one year after the release of initial legislation, neither the Streets Department nor Licenses & Inspections websites include a section that specifically applies to Streeteries—a frustration for restaurant owners—who often can encounter difficulties with finding permitting instructions as well as stringent regulations that allow for little freedom in designing creative and engaging Streeteries.

Philly quietly added surprise fees and 'burdensome' rules for restaurant streeteries

"It's a bureaucratic mess," said Councilmember Allan Domb. "This is basically the administration saying 'we don't want outdoor seating.'"



"I couldn't open a streeteria even if I wanted to," said Chad Todd, owner of Bulwary's diner in Fishtown, about new streeteria regulations. "It's a money grab. It's ludicrous."
SOM GRALBOM / Staff Photographer
Source: the Philadelphia Inquirer

Food businesses
Information on the City's permits and approvals for food businesses, including restaurants, food trucks, and others.

- Get a Food Preparation and Serving License
- Get a Food Establishment Retail, Non-Permanent Location License
- Get a Food Establishment Retail, Permanent Location License
- Get a Sidewalk Cafe License
- Get a Temporary Sidewalk Cafe License
- Get a Food Manufacturer License
- Get a Food Caterer License
- Change ownership of a stationary food business
- Change ownership of a mobile food business
- Apply for a plan review for a stationary food business
- Apply for a plan review for a mobile food business
- Operate a farmers market
- Take a food safety certification course
- Look up a food safety inspection report
- Self-certify a food business for COVID-19 safety

Above: The Philadelphia Streets Permitting Website Page, with instructions for Streeteries nowhere to be found (screenshot from 8/10/2021)



The Road Ahead...

Currently, the future of Philadelphia's Streeteries remains dependent on the City's release of updated legislation. The road to establishing Streeteries as a successful, quality-of-life improving, permanent addition to Philadelphia's streets requires concerted collaboration between the city, restaurant owners, and members of the public to craft rules that are realistic, achievable, and safe, but also engaging and actively a part of the City's urban fabric.

We hope that our Streeteries Project will aid in this discussion and help guide future city legislation for Streeteries to create a truly unique, well-designed, and sustainable service for the streets of Philadelphia.

Research & Links

The Streeteries Website (*Under Construction*) |
<http://Philadelphia-streeteries.squarespace.com>

San Fransisco Shared Spaces Manual |
<https://sf.gov/sites/default/files/2021-11/Shared%20Spaces%20Manual%20-%20November%202021.pdf>

Portland Healthy Businesses Permit Website |
<https://www.portland.gov/transportation/safestreetspdx/what-healthy-businesses-permit>

Miami Beach Parklet Design Guidelines |
<https://www.miamibeachfl.gov/wp-content/uploads/2021/11/Parklet-Design-Guidelines.pdf>

New York City Permanent Open Restaurants Program |
<https://www1.nyc.gov/html/dot/downloads/pdf/permanent-open-restaurants-brochure.pdf>

Charlotte Streateries Guidelines |
https://citycharlottencgov.azureedge.net/Streatery_Program.pdf

LADOT Outdoor Dining Guidelines |
https://ladot.lacity.org/sites/default/files/documents/alfresco_street_dining_en.pdf

NACTO Outdoor Dining Guidelines |
https://nacto.org/wp-content/uploads/2020/07/200708_Outdoor-dining.pdf

Philadelphia Covid-19 Commercial Recovery Outdoor Dining Guidelines |
<https://www.phila.gov/media/20200611105211/Guidelines-for-Outdoor-Dining.pdf>

“Joint Regulation Regarding the Licensure and Operation of Streeteries on Authorized Portions of the Right-of-Way” |
<https://regulations.phila-records.com/pdfs/20220211%20Streeteries%20Regs%20Final%20JCK.pdf>

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