



Portland's Street Seats

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Why is PBOT interested?



- Part of managing public right of way
- PBOT's mission is to be a community partner in shaping a livable city
- The goal of the program is to enhance street vitality and support local businesses
- PBOT conducted online survey in 2012 for feedback
 - 90% of businesses said the program benefits neighborhood businesses
 - 80% of community members said the program positively impacts the vitality of Portland's streets
- *However* – complaints about aesthetics of design, parking loss, and safety were also raised



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What are Street Seats?



- Purpose built platforms built into the parking lane to extend public or café seating
- Similar programs in San Francisco, New York, Oakland, Philadelphia, Long Beach, Vancouver, BC, and Montreal, QC
- Lengths have been from 20-50 ft (1 – 3 parking spaces)
- Eight Street Seats were operational in Portland in 2013



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Street Seats program overview

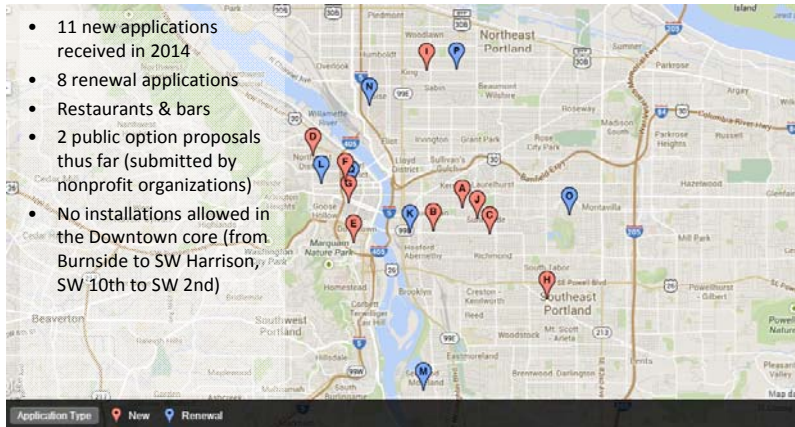


- Applicant responsible for design, construction, maintenance, and fees
- Permit applications required for renewal annually
- Permit fees can be ~\$2,500 +, depending on length, location, and use
- Table service **IS** allowed but **optional**
- Maximum of 10 locations to be selected for 2014
- Applications evaluated on quality of design and materials, availability of public seating, community support, streetscape enhancement, and appropriateness of location.



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2014 Application



- 11 new applications received in 2014
- 8 renewal applications
- Restaurants & bars
- 2 public option proposals thus far (submitted by nonprofit organizations)
- No installations allowed in the Downtown core (from Burnside to SW Harrison, SW 10th to SW 2nd)

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Design Guidelines



Current design guidelines are based on safety/functionality:

- Does not extend beyond 6 ft
- Not located at corners
- Should be flush with curb
- Stormwater drainage unimpeded
- Physical barrier along traffic edge
- Landscaping required
- Vertical elements, such as umbrellas and plants, encouraged
- However visual sightlines through patio need to be maintained
- Platforms designed to be removable



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Evaluation Criteria



- Proposals that are designed to encourage public use of the space and/or choose to not extend an outdoor café seating permit will be prioritized.
- Quality and creativity of the design
- Quality and durability of proposed materials and furniture
- Enhancement of the streetscape and whether the proposed Street Seat is likely to be well used and active
- Demonstrated neighborhood support



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Program design goals



- Submissions from design professionals
- Community/public seating – or secondarily, built-in seating
- Creativity with a modular system
- Integrated planters and landscaping
- Quality materials
- Low maintenance designs with cleaning and repair schedules



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Examples from other cities



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Parklets in other cities



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Renewal Examples



Portland Bottle Shop. Installed 2013. 7960 SE 13th Avenue (Sellwood)



Oven & Shaker. Installed 2012. 1134 NW Everett (Pearl District)

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Renewal Examples



Mississippi Pizza. Installed 2012. 3552 N Mississippi Ave (Boise)



Songbird Cafe. Installed 2013. 6839 SE Belmont St (Mt Tabor)

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New Application Examples



SoMa EcoDistrict. SW 4th Avenue Food Carts, at SW College Ave

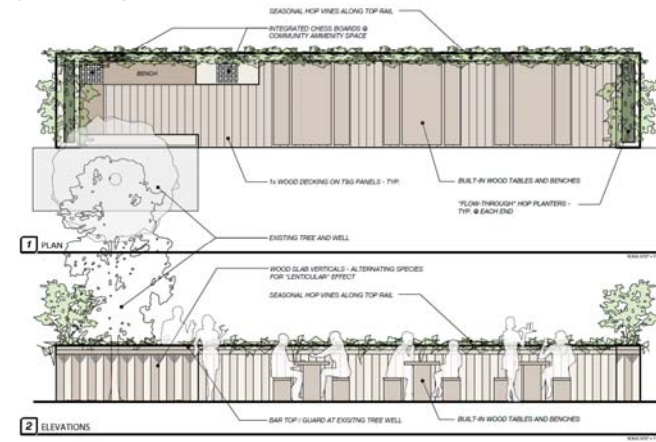


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New Application Examples



Lompoc Brewing. 1620 NW 23rd Ave (NWDA)



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Design Competition Results



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For more information...



Portland's Street Seats Pilot Project

www.portlandoregon.gov/transportation/streetseats

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UCLA Parklet Toolkit "Reclaiming the Right of Way"

<http://www.its.ucla.edu/research/parklettoolkit.pdf>

San Francisco Parklet Program and Design Manual

www.sfpavementtoparks.sfplanning.org/parklets

New York City Program

www.nyc.gov/html/dot/html/sidewalks/curbside-seating

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