

# DISTRICT DEPARTMENT OF TRANSPORTATION

Welcome! Thanks for joining us!  
We will get started shortly...

## *Shifting to a Permanent Streatery Program*

Food Establishment & Restaurant Information Session – July 2022

# Agenda

- Temporary Streatery Program
- Streatery Guidelines for a Permanent Program
- Next Steps
- Q&A



**Kimberly Vacca**  
Transportation Planner, DDOT  
*Streatery Coordinator*



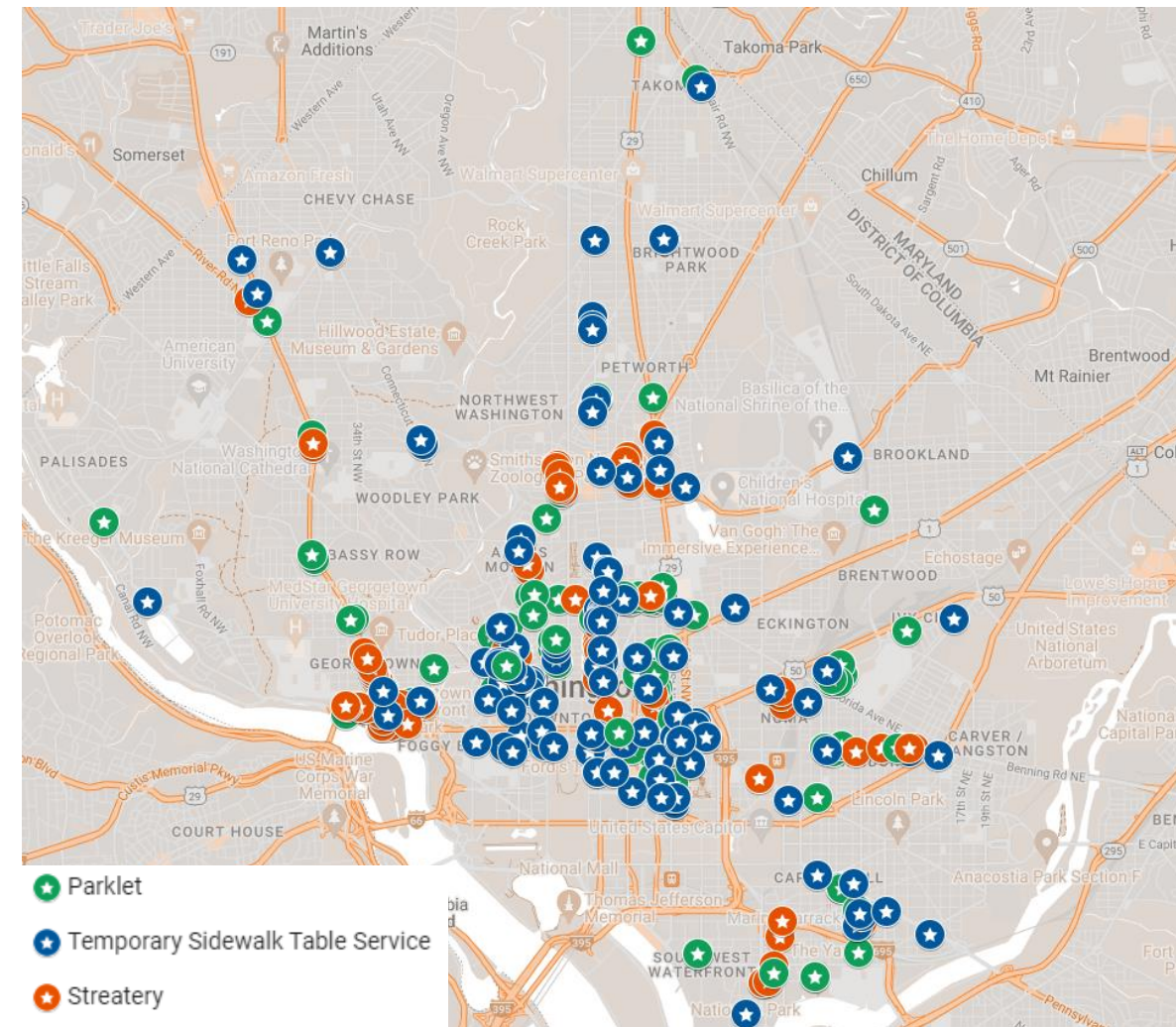
# Temporary Streatery Program



# Temporary Streatery Program

<https://ddot.dc.gov/page/streateries-district>

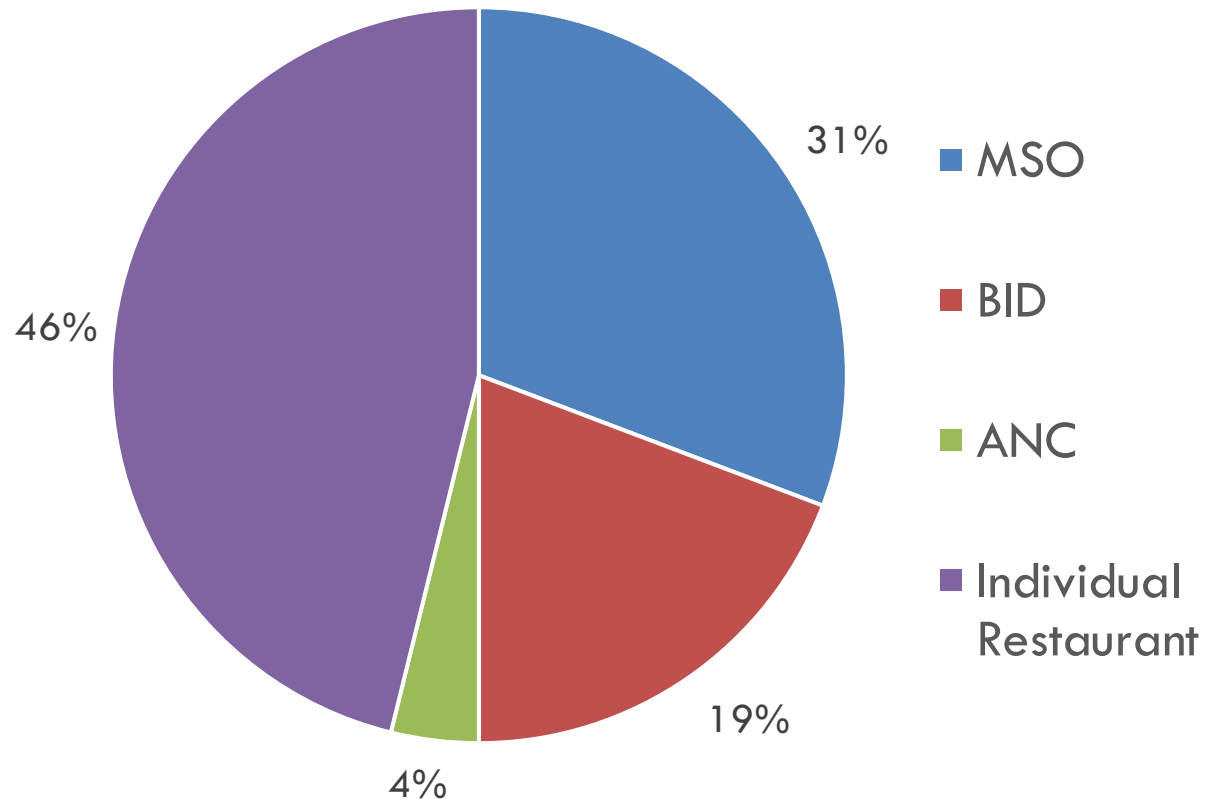
- What is a Streatery?
  - Extensions of the sidewalk into a roadway or designated parts of an alley network used specifically for outdoor dining
  - Streateries repurpose, activate, and expand public space in an innovative way, creating space for people and patrons of food establishments
- Created in June 2020 to help food establishments survive the COVID-19 public health emergency
  - Granted flexibility in design and location for outdoor dining (e.g., travel lanes, loading zones, rush-house parking lanes, etc.)
  - Allowed site plans not drafted by professional engineers or architects
- Food establishments, BIDs, MSOs, and ANCs are eligible to apply for permits for Streateries



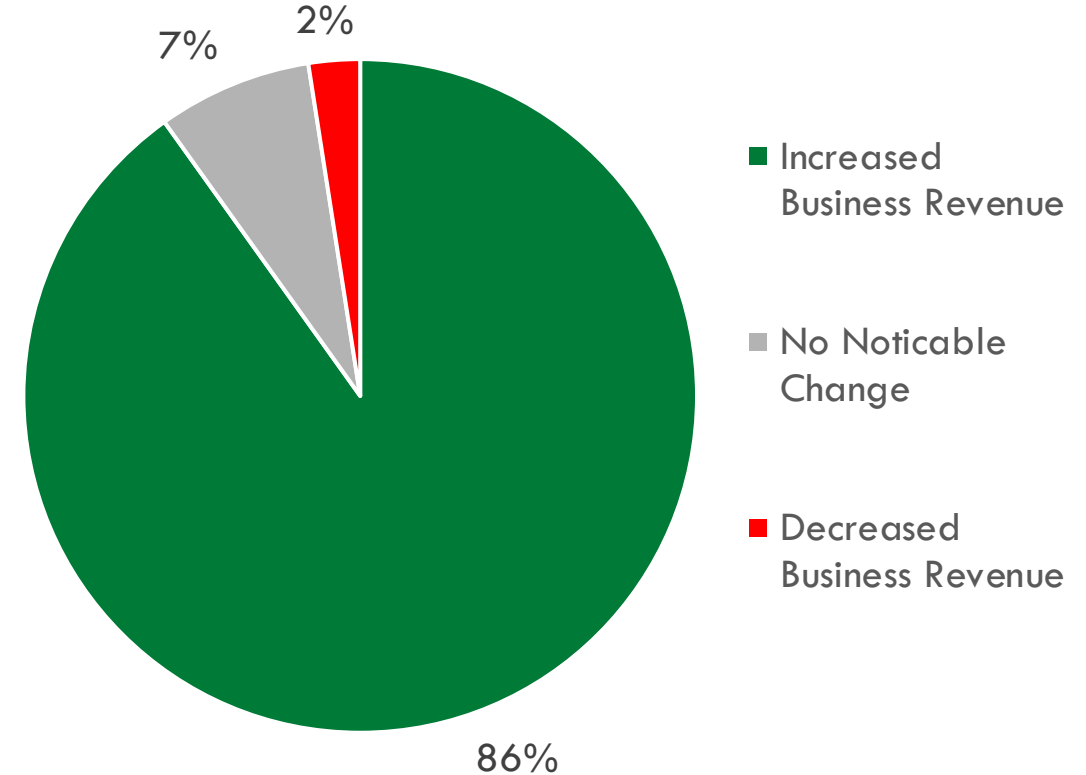
# Streatery Survey

Nov 2020 – Feb 2021

## 85 Respondents



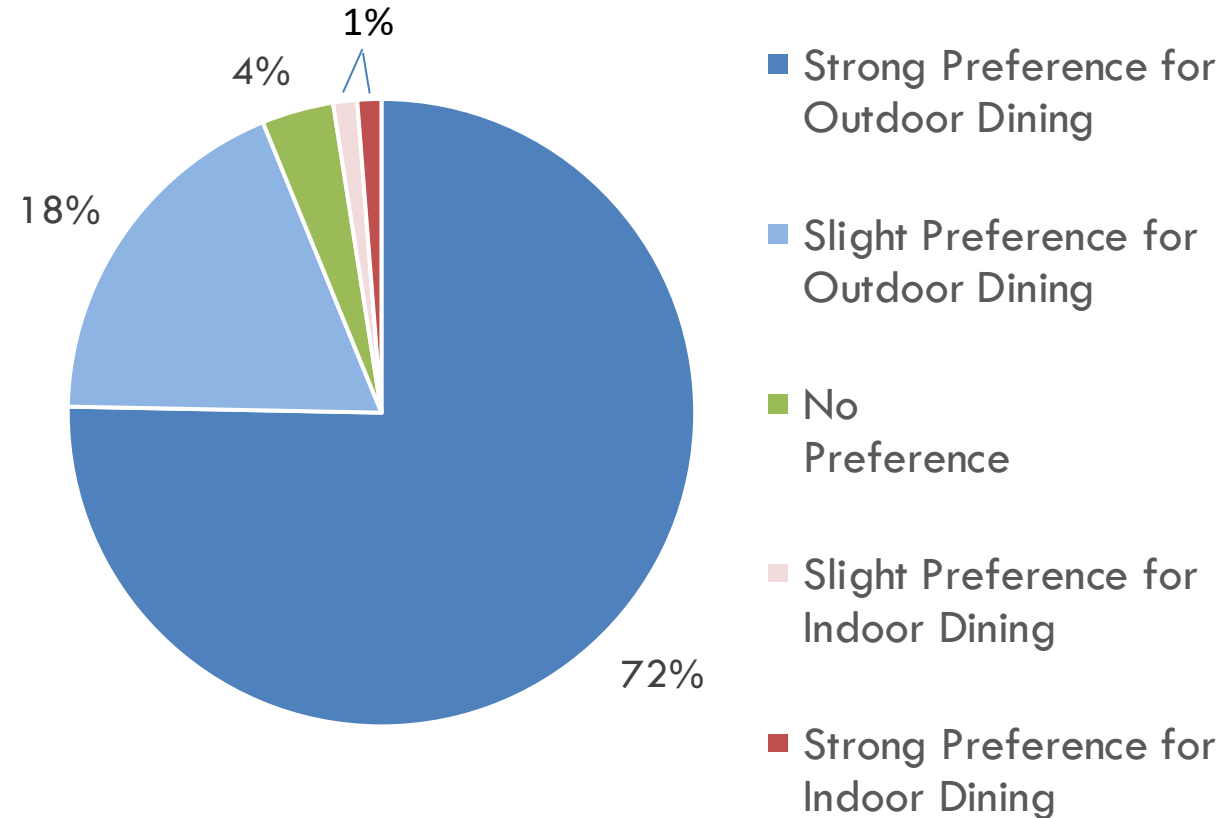
Does having a Streatery increase or decrease your business revenue compared to not having a Streatery?



**+34%** Avg. Increase in Business Revenue

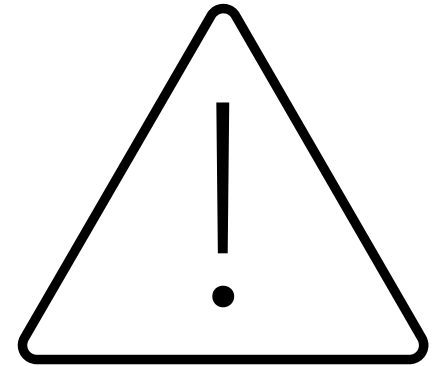
# Streatery Survey

- Strong need to maintain the streatery program through the public health emergency
  - 78% of respondents were able to retain, rehire, or expand staff
    - Average: 7 employees
  - 69% increase in total seating capacity, compared to Phase II 50% indoor capacity restriction
- 89% interested in making the Streatery Program permanent



# Safety Issues and Challenges

- DDOT has record of 385 Streateries in the District
  - Includes permits for dining on sidewalks and in parking lanes, travel lanes, and alleys
- The need to “winterize” outdoor dining areas led to a significant rise in non-compliant and hazardous structures within the public ROW
- Streateries must be designed and constructed with proper approval by DDOT and DCRA



# Transition to a Permanent Program

- DDOT is proposing a permanent Streatery Program to allow outdoor dining in the roadway and alleys after the COVID-19 pandemic
- Over the past year, DDOT has worked within internal District agencies and community partners to develop draft guidelines for a permanent program
- DDOT is seeking input on the proposed draft guidelines prior to creating regulations to support Streateries
- The proposed guidelines were developed to:
  - Support food establishments by allowing for increased seating capacity and space available for outdoor dining
  - Ensure Streateries are designed to be safe and accessible to all users of public space



# Streatery Guidelines

XX 2023

# Draft Streatery Guidelines



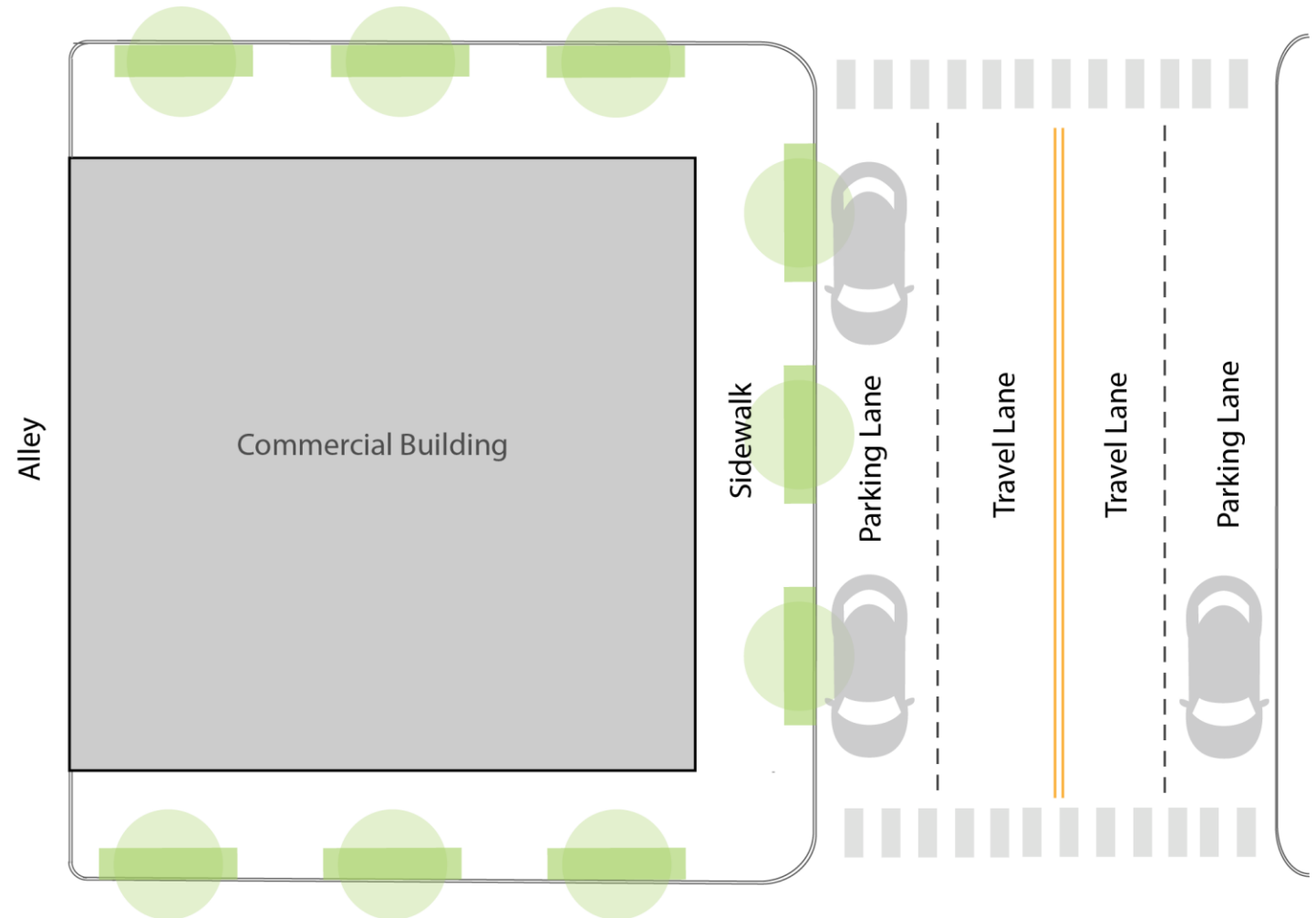
# Types of Streateries

Allows **food establishments** to expand outdoor dining within:

- Parking Lanes
  - Adjacent to One Business
  - Adjacent to Multiple Businesses
- Travel Lanes
  - Partial Road Closure
  - Full Road Closure
- Alleys

## What is a Food Establishment?

Food establishments include restaurants, distilleries, breweries, wineries, grocery stores, fast food establishments, prepared food shops, and theaters.

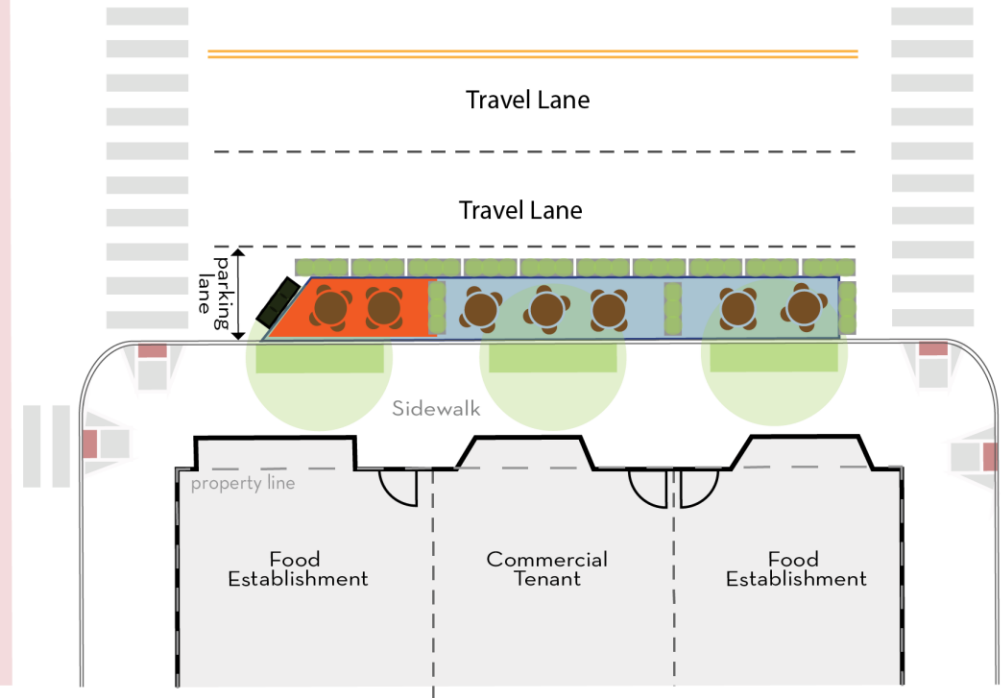


# Parking Lane Streateries

- Streets with 30 mph or less
- Metered parking spaces
- RPP spaces directly adjacent to a business
  - *Requires support by ANC*
- Sidewalk extensions

## Prohibited Locations

- Freeways and interstates
- Rush hour restricted locations
- ADA on-street parking meters
- Loading zones
- Bus stop pads
- PUDO Zones
- In Capital Bikeshare stations
- In micromobility corrals
- In parking spaces not directly adjacent to the curb
- On utility vaults



# Travel Lane Strategies

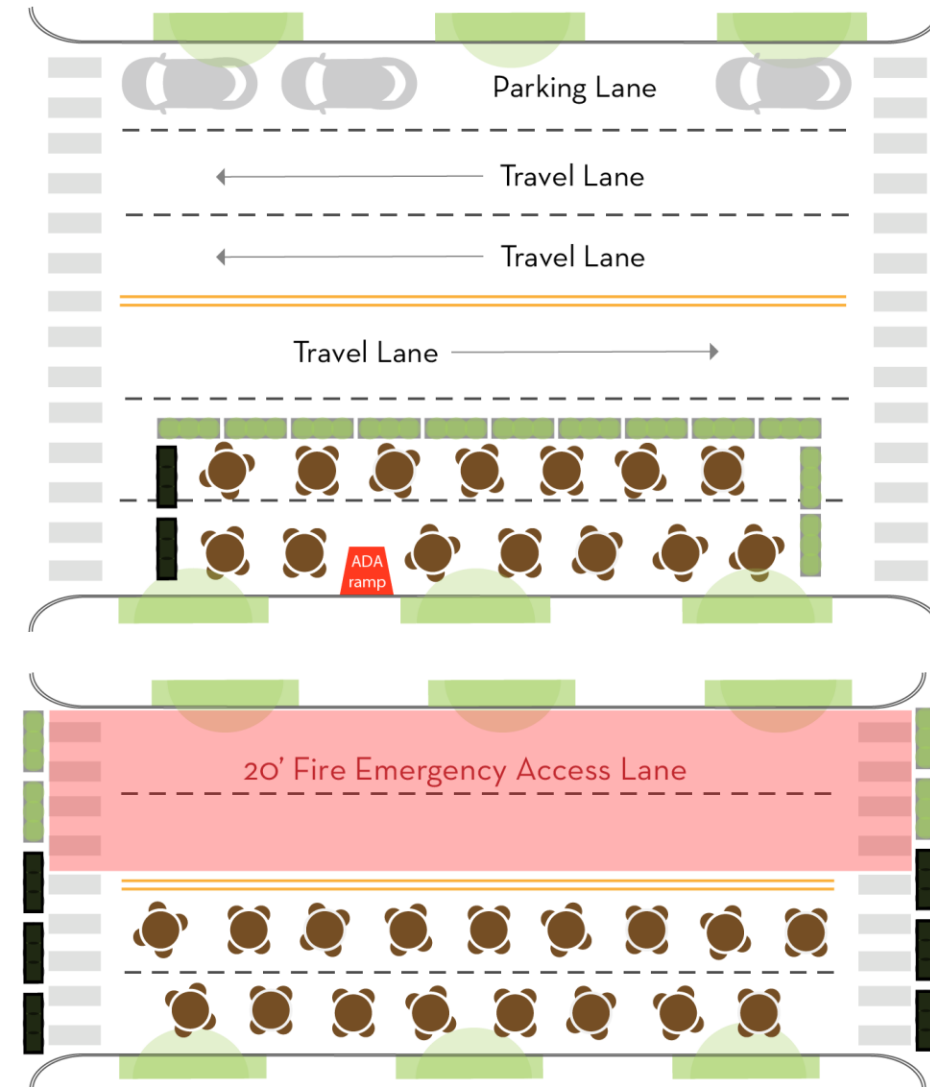
- Must have 75% or more ground-floor commercial street frontage
- **Partial Road Closure Prohibitions**
  - Principal Arterials, Other Freeway and Expressway, or Interstate Functional roadways
  - Rush-hour restricted locations
  - 2-way streets with only 2 lanes of travel whose closure results in 1-way vehicle circulation
- **Full Road Closure Prohibitions**
  - Principal Arterials, Other Freeway and Expressway, or Interstate Functional roadways
  - Streets with emergency facilities
  - WMATA, DC Circulator, or DC Streetcar routes
  - Roads that cannot provide a 20-ft fire lane

**Travel Lane Strategy**  
a. Partial Road Closure

*For community organizations seeking to close one or multiple travel lanes, but not the entire roadway, for outdoor dining*

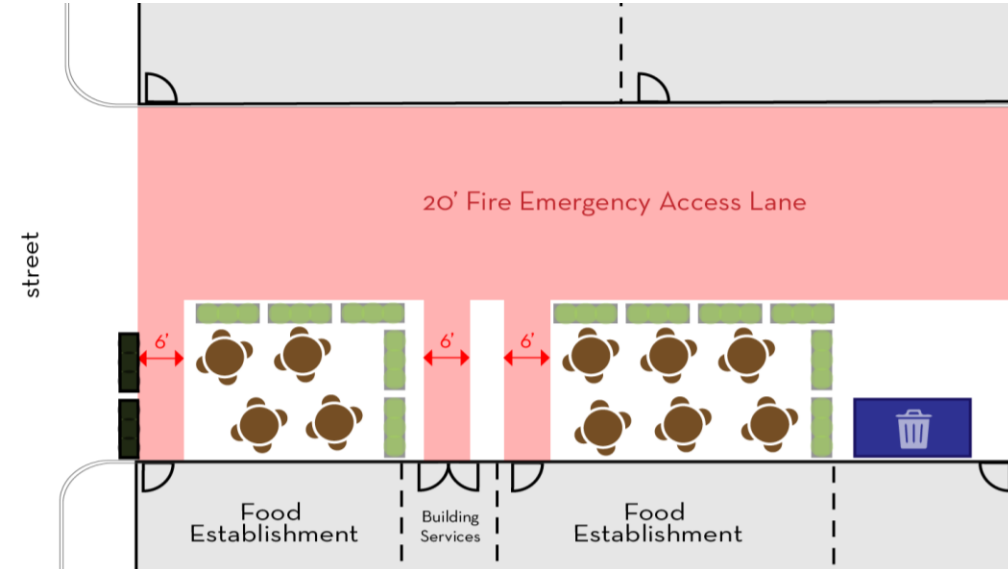
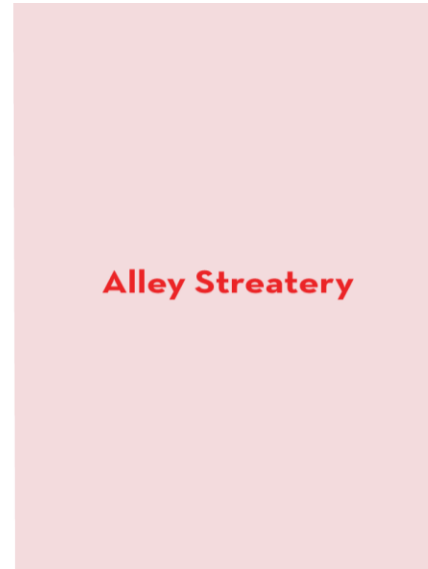
**Travel Lane Strategy**  
b. Full Road Closure

*For community organizations seeking to close the entire roadway for outdoor dining*

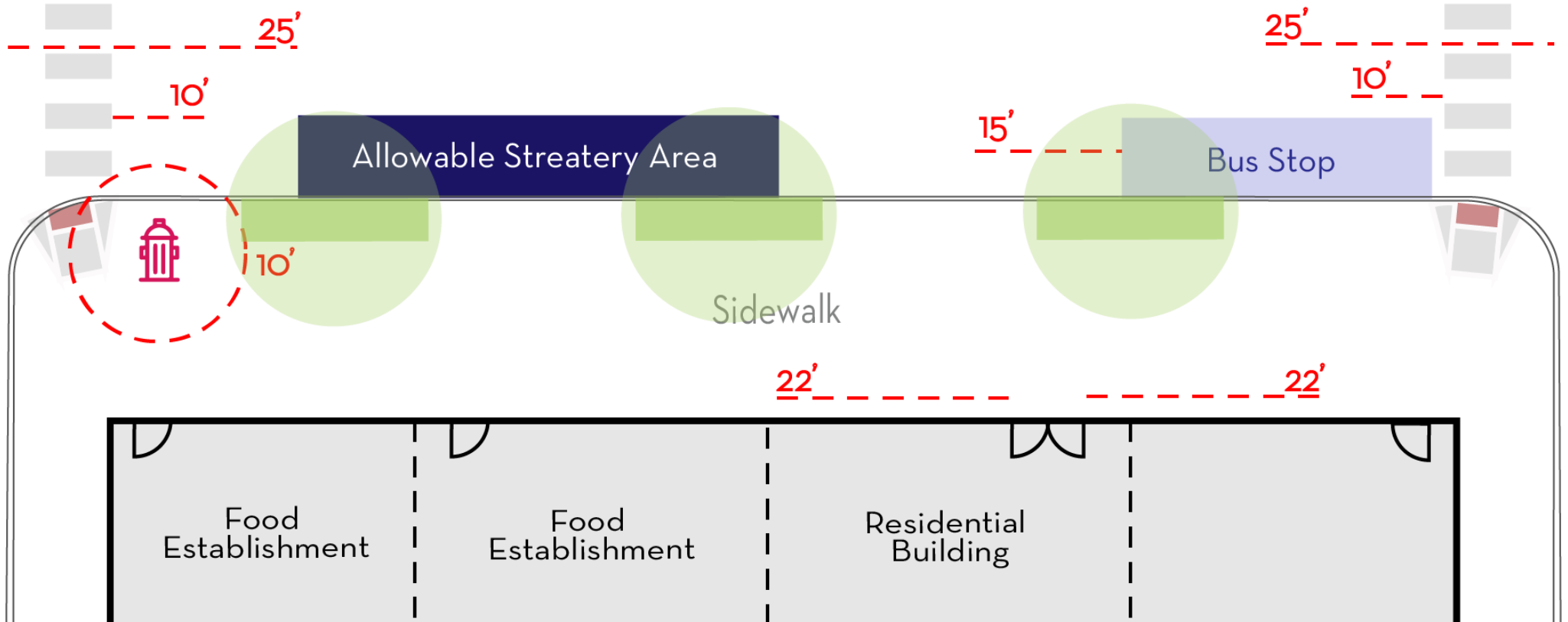


# Alley Streateries

- Must provide 20-foot Fire Lane
- Cannot block access to adjacent buildings, businesses, or trash services



# Buffers



Applicants who cannot meet these requirements must receive approval from the Public Space Committee

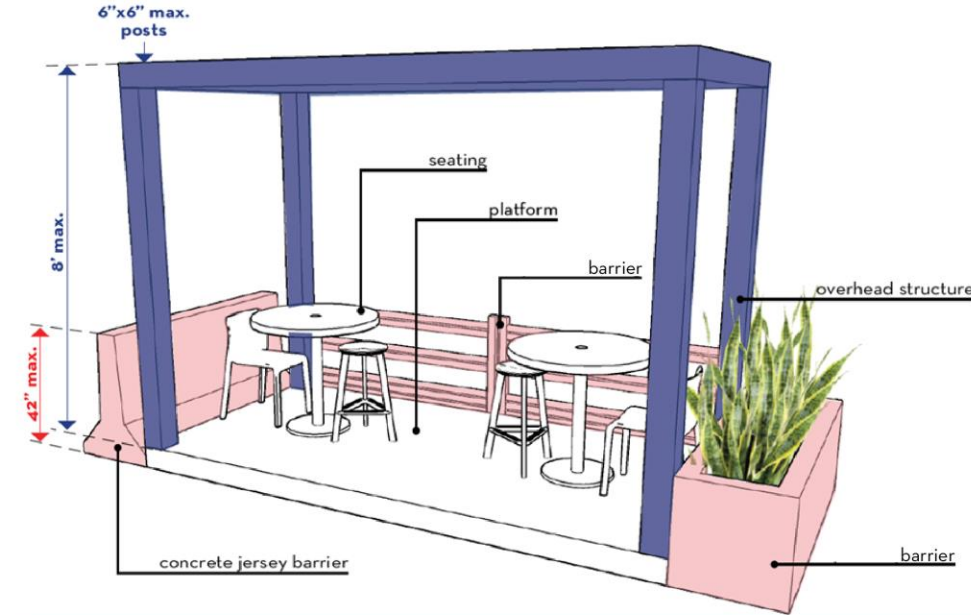
# Barriers and Structures

## Barriers

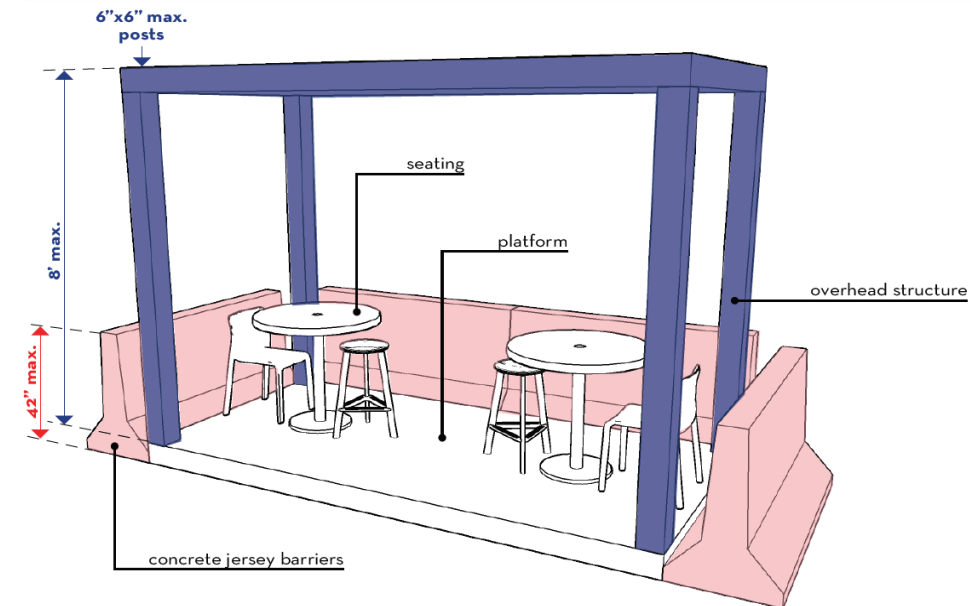
- The number of jersey barriers will depend on the location and functional classification of the roadway
- Applicants may request barriers from DDOT or provide their own
- Barriers may be painted per DDOT's AROW program guidelines

## Structures

- Must provide a continuous edge surrounding Streatery
- May not be fully enclosed
  - No walls above 42 inches
- Overhead structures shall not exceed 8 feet
- May not bolt into or penetrate the roadway



STREATERY  
COLLECTOR AND LOCAL ROADWAYS

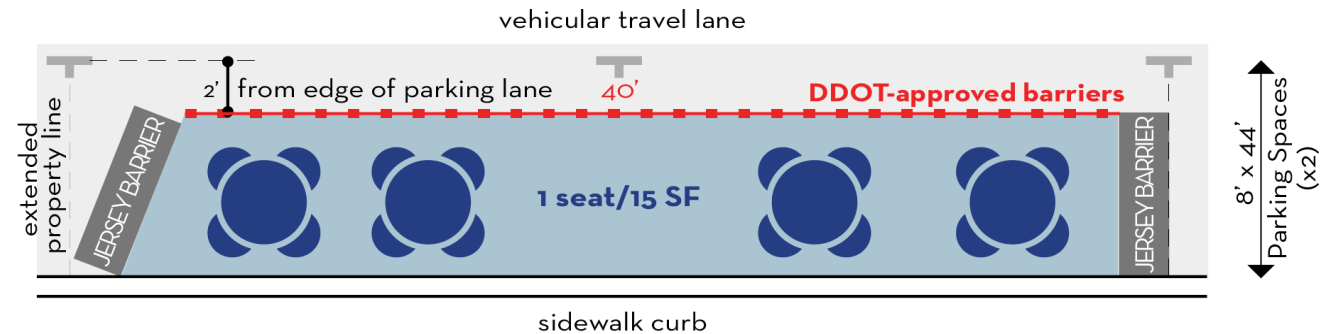


STREATERY  
PRINCIPAL AND MINOR ARTERIALS

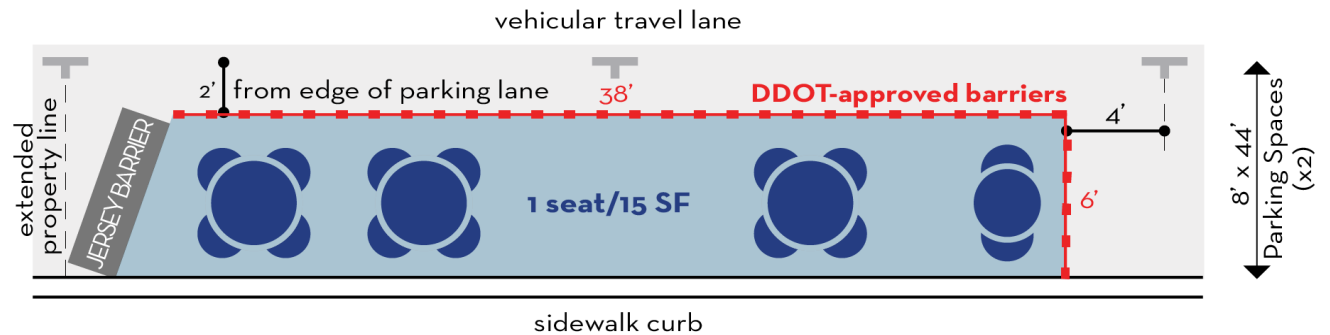
# Barrier Placement

- Must provide a 2 ft buffer from the adjacent travel lane or bike lane
- Align with the food establishment's property lines
- Must provide jersey barrier at the vehicular approach end of the Sreatery
- For Collectors and Local Roadways, Applicants may choose the barrier materials and dimensions shown in either Option 1 or Option 2

## Option 1



## Option 2





# Platforms

- Must be ADA-compliant
  - Flush with the sidewalk
  - 36-inch clear width entryway from sidewalk
- Space underneath the platform must be accessible for maintenance through access panels, removable planks, or similar entry point
- Utilities must be identified on the platform
- Shall not be bolted into the street or penetrate the roadway



# Access

- Applicants are responsible for removing all private assets upon request by DDOT or utility operators
- Applicants are responsible for all damages to private property if DDOT or private utility operators must take action to remove or relocate private property to gain access to underground facilities
- **Emergency Access**
  - The Applicant must disassemble and/or remove platforms and structures upon immediate notice by DDOT or a private utility operator
- **Non-Emergency Access**
  - The Applicant must disassemble and/or remove platforms and structures within 5 calendar days of notice by DDOT or a utility operator
- Structures that block access and are not removed will be relocated to a nearby on-street parking space that must be cleared within 24 hours of relocation or the Applicant is subject to fines

## Signage

- Applicants must install 2 signs on the Streatery facing the sidewalk
- No additional signage, logos, advertising, or other branding allowed

# STREATERY

## [BUSINESS NAME] OUTDOOR DINING HOURS

MONDAY - FRIDAY 12:30 PM - 10:00 PM  
SATURDAY - SUNDAY 2:00 PM - 9:00 PM

**CAPACITY: 32 SEATS**



### Emergency Contact Information:

[Name of Person of Contact]

[Phone Number]

# Seating Capacity and Unpermitted Uses

## Seating Capacity

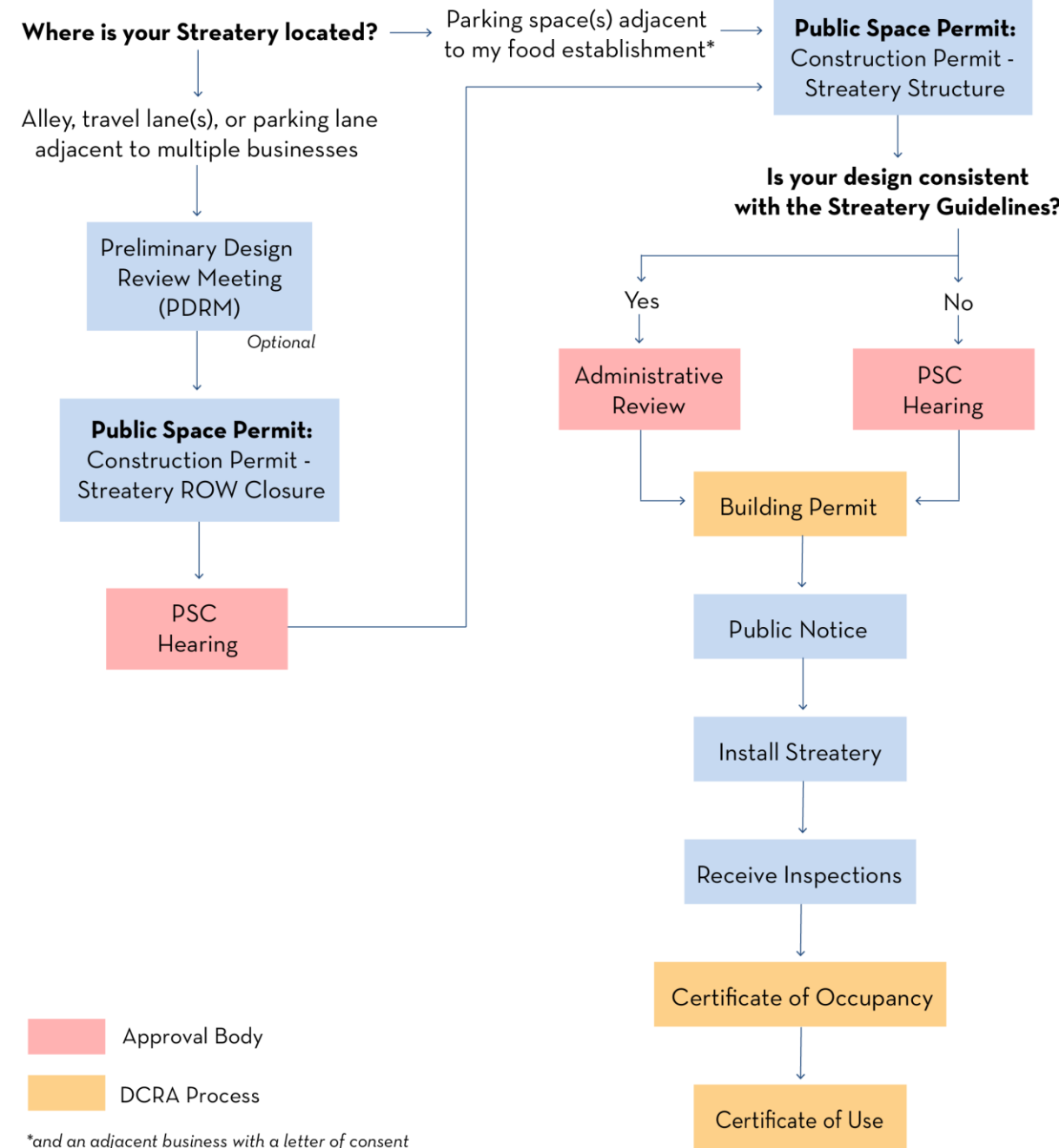
- Aligned with the Sidewalk Café Program: **15 SF per Seat**
  - On average, one parking space would likely permit 7 seats
- Streateries must also include 1 ADA compliant table

## Unpermitted Uses

- Preparation of food and alcohol
- Generators
- Live music
- Televisions
- Charge fees for access
- Ropes, chains, or fencing used to prevent people from entering or using the space from the sidewalk

# Permitting Process

- Only BIDs, MSOs, and ANCs are eligible to submit a Streatery ROW Closure permit
  - Travel Lane Streateries
  - Parking Lane Streateries for Multiple Businesses
  - Alley Streateries
- Only food establishments are eligible to submit a Streatery Structure permit
- Permits are valid for 1 year
  - DDOT will review annually to determine if permit should be renewed or revoked
  - Businesses must submit up-to-date Emergency Contact information



*\*and an adjacent business with a letter of consent*

# Transition Plan and Fees

- One-Time Fees:
  - Permit Application Fee: \$260
  - DDOT Barrier Rental Use Fee: \$500/barrier
  - DDOT Barrier Refundable Deposit: \$500

Phase	Timeline
Publication of Rulemaking in DCMR	[insert date]
<i>Temporary Program Ends</i>	
<b>Transition Phase</b> <ul style="list-style-type: none"> <li>• Applicants must submit a new public space permit to comply with the permanent Streatery Guidelines</li> <li>• Applicants who have a temporary Streatery permit may continue operating in public space while waiting for a new public space permit to be issued.</li> <li>• Applicants who did not receive a temporary Streatery permit under the temporary Streatery Program must submit a public space permit compliant with the permanent Streatery Guidelines.</li> </ul>	9 months
<b>Permanent Program Begins</b> <ul style="list-style-type: none"> <li>• Applicants who did not submit a new public space permit in the Transition Phase must remove their Streatery from public space.</li> <li>• All Streatery must be compliant with the permanent Streatery Guidelines.</li> </ul>	[insert date 9 months from publication of final rulemaking]

## Fees

The Streatery Program’s public space rental fee will be implemented in phases to allow food establishments time to recover from the financial hardship experienced during the COVID-19 public health emergency.

Timeline	Public Space Rental Fee
[Approval Date] – December 2023	\$0
January 2024 – December 2024	\$5 per sq. ft.
January 2025 – December 2025	\$10 per sq. ft.
January 2026 – December 2026	\$15 per sq. ft.
January 2027 – Beyond	\$20 per sq. ft.

# Next Steps

# Next Steps

- DDOT will need to publish a proposed and final rulemaking to finalize the permanent program
- DDOT will begin the rulemaking process after targeted engagement with key stakeholders and feedback had been incorporated into the guidelines
  - Targeted feedback includes RAMW, DC BID Council, MSOs, ANCs, and DC restaurants
  - Rulemaking includes a 30-day public comment period for all other parties to weigh in
- DDOT is pushing for final rulemaking to be published by spring 2023
- Please send all comments regarding the draft Sreatery guidelines to Kimberly Vacca at [Kimberly.Vacca@dc.gov](mailto:Kimberly.Vacca@dc.gov) by **Friday, August 12th, 2022**





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# District Department of Transportation

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