Street Seats
NYC DOT
Public Spaces Unit

NYC Plaza Program
Creating temporary & permanent plazas

CityBench Program

Street Seats
Seasonal installations in parking lanes

Street Design Manual
Guide for the city’s transportation policies

Weekend Walks
Temporary pedestrian streets
Origins

Florence and Rome, Italy (2008)

Park(ing) Day (2007)

San Francisco (2009)
Pilot Program
• Low-speed, low-traffic streets
• Curb cannot be moving lane of traffic
• Mid-block is ideal
Siting: Parking

- Suitable parking regulations (not bus stops, fire zones, authorized vehicles)

- Lost meter revenue must be recovered
Siting: Conflicts

- Not in front of fire hydrants, driveways
- Not over certain utilities
Siting: Partner

- Reliable partner for pilot
- Capacity to maintain
Design: Envelope

- 6 feet wide
- As long as establishment(s)
- Visually permeable edges
- Some vertical elements
- Perimeter not crash-rated
Design: Furnishings

- Lightweight
- Removable
- Easy to store
Design: Plantings

- Fill material
- Plant hardiness
- Low-maintenance
Design: ADA

- ADA accessible where feasible
- Minimum 12’ accessible
Design: Traffic

Operational traffic elements
Operation

• All seating open to public

• No alcohol or smoking allowed

• No commercial activity (e.g. waiter service)

• Business must keep site clean and well maintained throughout the day

• Seating must be taken inside at night, or broken down and secured

• Trash collection at either end

• Platform removed before winter
Operation: Signage

This platform is public space and is not restricted to patrons of any particular business. Please watch your step.

Design services donated by
RG-Architecture, San Francisco, CA
Riyad Ghannam, Principal
Laurice Der Bedrossian, Designer
Greg Upwall, Designer

Materials Provided by Bison Innovative Products
Cost

Pearl Street:
- 3 establishments
- 504 sq ft of Deck
- $18,410.40*

Cost

3 establishments
504 sq ft of Deck
$18,410.40*
Pearl Street Activities
Benefits

Economic

• Sales up 10-15%

Public life

• More active street life
• Space of one parked car utilized by 100 people in a day

Aesthetic

• Provides greenery and seating; opens views across street

116% more people sitting outside on Pearl Street at lunchtime
Before/after
Pearl Street
Feedback

The City of New York
Manhattan Community Board 1
November 27, 2015

To: Community Board 1

I am writing to report the closure of the Pearl Street Historic District along Pearl Street. The City of New York has been working with the Department of City Planning and the New York City Department of Transportation to bring about this closure.

By closing the Pearl Street Historic District, the City aims to improve pedestrian safety and reduce traffic congestion. The closure will allow for the installation of new crosswalks and sidewalks, which will make the area safer for pedestrians.

In addition, the closure will make the area more accessible for businesses, which will in turn lead to increased economic activity.

The City of New York is committed to ensuring that the Pearl Street Historic District is a vibrant and safe community for all residents.

Sincerely,

[Signature]

City of New York
2011: 2-Year Pilot Program

- 29 applications received
- 12 technically feasible
- 5 new sites approved
- 3 new sites installed
Fika and Bombay’s
60-66 Pearl Street
Manhattan
Local
144 Sullivan Street
Manhattan
Evaluation Report

Positives

• Well used, especially by locals

• Good for business

• Positive impact on community

Lessons learned

• Hard to control smoking

• Tempting to do table service

• Complex designs hard to maintain
Street Seats Design

- Design guidelines on website
- Schematic templates available
Street Seats Process

1. Property owner consent
2. Community board approval
3. Application from business or property owner submitted to DOT
4. DOT technical review
5. DOT design review
6. Annual authorization agreement

“Institutionalized” program
StreetSeats

Thank You

www.nyc.gov/streetseats

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