

Local Examples of Healthy Business Streets

Several cities across Washington State have supported outdoor dining and other street modifications to support local businesses.

The following pages include photos of some of these changes in:

- Bothell
- Edmonds
- Issaquah
- Kirkland
- Langley
- Port Townsend
- Redmond
- Seattle
- Sumner
- Tacoma
- Walla Walla

Communities across Washington state known to have implemented in-street modifications, whether for outdoor dining, physical distancing, active transportation, or recreation in response to COVID-19, include:

- Bellevue
- Bothell
- Burien
- Edmonds
- Enumclaw
- Everett
- Issaquah
- Kent
- Kirkland
- Langley
- Mercer Island
- Mukilteo
- Port Townsend
- Puyallup
- Redmond
- Renton
- Seattle
- Shoreline
- Snoqualmie
- Spokane
- Sumner
- Tacoma
- Walla Walla

Bothell

Starting June 15, 2020, the City of Bothell closed streets for outdoor dining, first Main St between 101st Ave NE and 102nd Ave NE and later also 101st Ave NE between Main St and SR-522. Within the closed streets, adjacent restaurants set up fenced-in dining areas.



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Edmonds

Throughout the summer of 2020 until October 11, the City of Edmonds worked with the Edmonds Downtown Alliance to close Main St to automobiles between 6th Ave and 3rd Ave on Saturdays 10am-10pm and Sundays 10am-9pm. The closed street was branded, "Walkable Main Street."

In addition, Edmonds permitted restaurants to set-up outdoor dining within adjacent on-street parking lanes.



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Luke Distelhorst



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Kirkland

Starting July 2, 2020, the City of Kirkland closed one block of Park Lane every evening throughout the summer. Park Lane is a narrow curbless one-way street with diagonal parking and several restaurants. The street's lack of a curb presented an opportunity for the middle of the street to serve as the main pedestrian area while closing the sidewalks each evening for dining directly adjacent to the restaurants. Photos of "Evenings on Park Lane" are shown on the next page.

After successful implementation of the Park Lane dining, other restaurants also sought to expand their outdoor dining experience, including the one shown on this page. As can be seen in the photos, this particular dining area included ramps for ADA access off the curb into the area, as well as plastic wheel stops and strung outdoor lighting.





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Issaquah

Following a two-weekend pilot in early July, the City of Issaquah established "Downtown Streatery" as a permanent weekend fixture from 2pm Fridays to 10pm Sundays, closing Front St (from Dogwood to Sunset) and Alder (from First Pl NW to First Ave NE) to automobiles. Adjacent restaurants are allowed to set-up dining areas within the street. "Downtown Streatery" is approved to continue until November 1.



Port Townsend

As part of its "Open Streets Initiative, during Memorial Day Weekend, the City of Port Townsend piloted closing Taylor Street to allow for additional seating for customers to enjoy takeout meals. The next weekend the City kept Taylor Street open to automobile traffic but created shared dining areas within the parking lane. Following lessons learned, the city pivoted to free permitting for restaurants to convert adjacent on-street parking into outdoor dining. Permit requirements were minimized for rapid implementation. Approximately a dozen dining areas were created throughout downtown and uptown.

Langley

The City of Langley on Whidbey Island secured event fencing for restaurants to block off adjacent parking for outdoor dining. Approximately four businesses in the small town took advantage of the program.

Redmond

Working with the Greater Redmond Transportation Management Association, the City of Redmond established a new streaterly program to allow restaurants to build dining areas within adjacent parking lanes for outdoor dining. Decking was required to be level with the sidewalk and have protective parking stops around the structure. Two restaurants have created streateries.

Port Townsend



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Redmond



Greater Redmond TMA

Langley



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Seattle

The City of Seattle started by creating "Stay Healthy Streets" and "Keep It Moving Streets" programs to close non-arterial, mostly residential streets to thru-traffic and prioritize people walking and biking. On June 26, Seattle launched a free, expedited permitting for outdoor dining and markets within on-street parking lanes, and on July 27 Seattle expanded the opportunity to close entire street blocks.

Ballard, Seattle

Throughout June, the Ballard Alliance worked with businesses along Ballard Ave to apply for the permits to convert parking into dining and markets. When the opportunity to close street blocks occurred, the Ballard Alliance then successfully secured a street closure to thru-traffic, making the street even more comfortable for customers and pedestrians.



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Melrose Avenue, Seattle

Street closure with outdoor dining.



Crocket Street, Queen Anne, Seattle

Street closure with shared outdoor dining for multiple restaurants. An adjacent business have provided testimonials about how the outdoor dining has been critical for their survival during the COVID-19 pandemic.



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11th Avenue, Capitol Hill, Seattle

Street closure with individual outdoor dining areas for adjacent businesses.



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Broadway Place, Capitol Hill, Seattle

Street closure with outdoor dining for Optimism Brewing.



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Columbia City, Seattle

Street closure with shared outdoor dining for multiple restaurants.



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Pike Place Market, Seattle

Shared outdoor dining area in previous diagonal parking area with two separate areas, one for alcohol and one general sitting and dining.



9th Avenue, South Lake Union, Seattle

A restaurant initially put seating that covered the entirety of the sidewalk. After initial concerns about the layout, the restaurant secured a temporary street closure permit for dining in the middle of the street. Initial design blocked the bike lanes, but then after feedback about the need to preserve the bike lanes as 9th Ave is a major bike route, the design was again adapted. After a two week trial run, the design was approved for a longer period.



Capitol Hill, Seattle

Curbside dining on Capitol Hill.



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West Woodland, Seattle

Curbside dining in West Woodland, a neighborhood west of Phinney Ridge and north of Ballard.



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Madrona, Seattle

Curbside dining in the Madrona neighborhood of Seattle.



Tangletown, Seattle

Curbside dining in Tangletown (a neighborhood in North Wallingford and South Green Lake) provides much needed outdoor seating for a tiny restaurant during evening hours and for a donut shop in the morning.

Sumner

The City of Sumner worked with a restaurant to open a permanent outdoor sitting and dining area in a former on-street parking lane.



City of Sumner



City of Sumner

Tacoma

The City of Tacoma established a free, expedited permitting program for on-street dining and also closed a street for outdoor dining.



Walla Walla

The City of Walla Walla created "First Street Plaza," with outdoor seating and strong outdoor lights.



Downtown Walla Walla Foundation



Downtown Walla Walla Foundation

Sidewalk Dining

Where sidewalks are wide, cities may permit adjacent restaurants to set-up tables and chairs within the furniture zone rather than on the street.

A minimum six-foot wide pedestrian clear zone should always be maintained on the sidewalk so people — especially people with mobility impairments — can safely navigate walking or rolling down the sidewalk.

On 2nd Ave in Seattle's Belltown neighborhood, a few restaurants and bars already had fenced-in outdoor dining within the furniture zone of the sidewalk. During the pandemic, these restaurants and several others have expanded and added outdoor dining.



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Curbside Markets

Many retail businesses have taken advantage of the permit processes for converting curbside parking into other uses.

Anecdotal experience suggests that curbside markets are more prevalent when several other businesses on the same street are also converting parking spaces into dining and market spaces. This suggests that coordinated efforts, either by a business district association or the city itself, are more likely to result retail businesses participating. Having several businesses participating along a street can also serve to market the street as a destination for safe, healthy outdoor shopping, making the time and expense worthwhile to individual businesses.



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Converting Private Off-Street Parking Lots

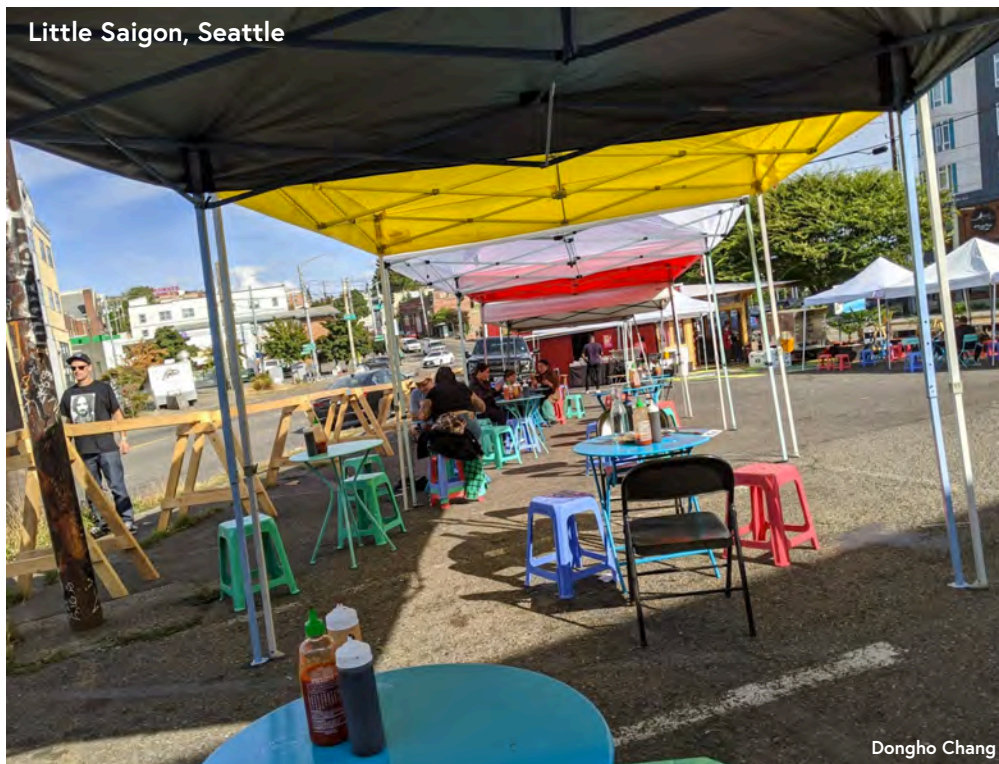
Many businesses have recognized the benefit of converting automobile space to dining and market space is not the exclusive domain of the public realm. Parking lots that were previously oversized for the number of customers actually driving to adjacent businesses have been right-sized to prioritize the economic activity of dining rather than driving and parking. This change also matches a shift toward customers dining more locally than previously so that they walk and bike to their local restaurants. The expanded dining have been critical for the success of many businesses.

Eastlake, Seattle



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Little Saigon, Seattle



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Tangletown, Seattle



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Outdoor Dining at Shopping Centers

University Village in Seattle has repurposed streets and parking spaces within the shopping center for outdoor dining.



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Making Changes Permanent

There are many examples across Washington State of how in years past streets have been converted from being dedicated for automobile traffic to public space. These spaces continue to provide safe outdoor dining and physical distancing during the COVID-19 pandemic and encourage healthy, active lifestyles. Likewise, streets and parking areas modified during the pandemic can continue to provide significant public health benefits beyond the pandemic.



