

### 3. Improvements to the Public Realm

March 17, 2022

*Note: Language from the Board's draft of rules update is highlighted in yellow.*

#### General Information

Public realm items in the streets, alleys, parks, and plazas contribute to the recognizable Pioneer Square identity. Items should contribute to the character of the district and should have a sense of quality and craft about them. The intent of these guidelines is to ensure that publicly owned spaces and the features within them provide a safe, secure, and maintainable environment that contributes to the District's historic and pedestrian oriented character. While some of the street activities, construction materials, technologies, and public objectives (e.g.: American with Disabilities Act) have changed since the District's era of development (roughly between 1890 and 1940), new improvements should be as consistent and complementary to the District's historic context as possible.

Public realm elements addressed in the following guidelines are:

- Street trees and vegetation.
- Paving.
- Alleys and alley paving.
- Sidewalks.
- Curbs and curb ramps.
- Street lighting and signals.
- Areaways and prism panels (in sidewalks).
- Street furniture.
- Public art
- Vending
- Outdoor cafes.

#### a. General guidelines for elements in the public realm

##### Rationale, Context, and Intent

Public realm elements can contribute significantly to the safety and security of pedestrians in public spaces in many ways such as preventing obstacles to people with disabilities, providing lighting for security, precluding entrapment areas, enhancing traffic safety, and providing passive surveillance.

##### Guidelines

**Commented [JO1]:** Public Art? Or is that under another review process?

**Commented [NG2R1]:** Can discuss if public art fits under street furniture. Has same considerations as placement of street furniture. Is there another name for this category other than street furniture that is more inclusive.

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- i. All public realm features must meet safety and security provisions in city, state, and federal regulations.
- ii. The design of public spaces and features within them must consider Crime Prevention Through Environmental Design (CPTED) measures.

### **Crime Prevention Through Environmental Design**

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. It provides guidance for reducing crime through the following principles:

- Surveillance and visibility.
- Territoriality.
- Access and escape routes.
- Target hardening.

For more information see: <https://www.cpted.net/>

**Commented [NG3]:** We may need to add a sidebar about what those measures are.

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- iii. New improvements must ~~addresse~~consider pedestrian and pedestrian safety measures related to visibility and mobility. Improvements must meet Americans with Disabilities Act (ADA) requirements.



*Figure xxx. This mailbox is in the pedestrian path and in the area where visually impaired typically use their canes to navigate city streets. It should be located closer to the curb line to facilitate movement for all pedestrians.*

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- iii.iv. Improvements involving vehicle lanes and crosswalks must provide clear directions for vehicle traffic.

- iv.v. All elements in the public ROW are subject to approval by Seattle Department of Transportation (SDOT).

- v.vi. Applicants are encouraged to consult The Alliance for Pioneer Square's Street Concept Plans. The Board will consult these plans in its review of applications involving the public realm. <https://allianceforpioneersquare.org/wp/what-we-do/public-realm/streetscape-concept-plan/>.

**Commented [NG5]:** We should consider incorporating in the guidelines where appropriate.

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## a. Sidewalk Paving

### Rationale, Context, and Intent

Pedestrian activity is the District's lifeblood and requires safe, comfortable sidewalks. Many sidewalks in Pioneer Square are cluttered with obstacles and are too narrow to accommodate heavy pedestrian traffic. Sidewalk width varies within the District, and there are many sidewalks with steep cross slopes. Additionally, areaways can constrain sidewalk reconfiguration. Creating safe, accessible pedestrian movement will often require unique solutions.



*Figure xxx. One of several areas in Pioneer Square with inaccessible sidewalks*

### Guidelines

- i. Streets and sidewalks within the District are to be paved according to standard Engineering Department practices.
- ii. When replacing or constructing sidewalks, adhere to Pioneer Square SDOT standard 2x2-scored grid and finish. Special pavement treatments may be considered along special streets such as Occidental Avenue S as approved by the Board and SDOT.
- iii. Artwork and inlays within sidewalk pavement may be allowed are encouraged provided they do not diminish pedestrian safety or universal access. Art in the public pavement must address surface textures, potential tripping hazards, etc. to ensure public safety and access.
- iv. Consider sidewalk extensions (bulb-outs) at intersections and crosswalks to provide additional sidewalk space and greater visibility for pedestrians.

**Commented [NG6]:** Unique solutions also because the sidewalk is often the lid of the areaway too.

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**Commented [NG7]:** Separate Streets from sidewalks Pioneer Square existing guidelines have their own standard. It calls for a formula of lamp black but lamp black is not used any longer so we have approved sidewalks with "equivalent dye" but we don't have a dye name or formula. The point is so that concrete is not so bright white and stands out compared to the worn aggregate of older sidewalks.

**Commented [JO8R7]:** We will get the P Sq std. specifications

**Commented [NG9]:** Need to think about this carefully. Maybe not say "encouraged" but "allowed" or "considered" Tripping hazards, how to install without damaging areaway below. Examples elsewhere in the City? Competition with prism lights?

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## b. Alleys and Alley Paving

### Rationale, Context, and Intent

Alleys were part of the planned street grid when the city was developed to provide access to buildings and back of house services. Originally the alleys were paved in bricks or cobbles surrounded by less ornate but functional building facades. Though some alleys have been patched or have uncompleted repairs and paving alterations, alleys contribute to the character of the District. Alleys like other elements of the public realm are now used for pedestrians, events, and a few storefronts as well as vehicular traffic and service.

### Guidelines

- i. Pavement Repair: Unit paved alleys should not be patched with any material other than approved unit paving or the original unit material. When the approved unit paving or original unit material does not exist, small repairs can be made in kind using the existing material.
- ii. Alley paving: If alleys are to be repaved, they are to be paved with unit paving materials. Three types Remolded paving bricks, cobbles, and interlocking brick-tone pavers are acceptable in the District. Alleys proposed using the approved plans PSB10015 for the Nord and Pioneer Passage Alley model project which include a combination of historic brick, new brick and stone units are approved following administrative review for consistency with the approved plans.
- iii. Alley Lighting: For building mounted alley lighting see Section XXX.i (building mounted lighting).iv. See also Section g below

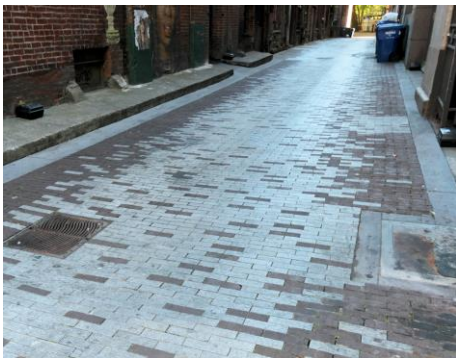


Figure xxx. Example of appropriate new alley repaving.

**Commented [NG10]:** Looking back at this it sounds confusing. Needs rewording

**Commented [JO11]:** ???

**Commented [NG12R11]:** PSB10015 is the Certificate of Approval number for approved installation at Nord and Pioneer Passage. It may be clearer to include the diagram and list the products approved. I will try to get those to you.

**Commented [JO13R11]:** Will make the changes when we get the PSB.

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### c. Curbs and Curb Ramps

#### Rationale, Context, and Intent

Granite curbs are typically the original construction material and still common within the District. They are also a signature feature of Pioneer Square's pedestrian environment and part of the District's history. Curb ramps with truncated dome warning panels (or plates) are a contemporary and necessary addition to the District. The detectable warning panels must have high contrast visibility for the visually impaired. The yellow plastic panels are more prone to deterioration so metal panels are preferred if they visually contrast sufficiently with the ramp's pavement.



*Figure xxx. A typical granite curb illustrating both straight and curved segments*

#### Guidelines

- i. Where granite curbing presently exists, it will be the required replacement material.
- ii. The Board may require Installing salvaged granite curbs where they are missing.
- iii. Natural patinaed cast iron detectable warning plates are preferred. Alternative materials and colors should use the most subdued color available that still provide the necessary visual contrast and sound/texture indication. Dark metal warning plates and light-colored concrete ramps may be a solution that combines durability and appropriate materials with visibility requirements.

**Commented [JO14]:** The old rules say that granite curbs are encouraged. This is a bit stronger.

**Commented [NG15R14]:** yes

**Commented [NG16]:** WE still don't have any clear information if these are functional or not or if someone in SDOT just prefers the yellow.

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Figure xxx. Preferred metal curb ramp

#### d. Areaways and Prism Panels

##### Rationale, Context, and Intent

Areaways are usable areas constructed under the sidewalk between the building foundation and street wall. Areaways were created after the Great Seattle Fire of 1889 when the District was rebuilt, and the street elevations were raised. Building standards adopted shortly after the fire required fireproof sidewalk construction to replace the pre-fire wooden sidewalks. Areaways are part of the City's right-of-way; however, the space is often available for use by the adjacent building owner. (7/03)

The most significant qualities of an areaway are its volume of space, which provides a record of its history, and the architectural features that render its form, character, and spatial quality. These features include use of unit materials (brick or stone), bays articulated by arches and/or columns, ceiling vaults, and other special features including tilework or skylights (sidewalk prism lenses). The historic characteristics of areaways should be preserved. (7/03)

In 2001, the Seattle Department of Transportation completed a survey of approximately 100 areaways in the District. Each areaway was rated in terms of its structural condition and presence of original historic characteristics. A range of structural repairs options were proposed based on the structural and historical ratings. The 2001 Seattle Department of Transportation Areaway Survey shall serve as a guide for the Board's decision making on future alterations or repairs to areaways in the District. (7/03)

SDOT has performed a more recent survey to examine the areaways' structural integrity, but that survey does not address historic preservation objectives. In reviewing proposals to modify or abandon areaways, both objectives should be considered.

The glass sidewalk prism lights are one of the unique elements in the District, and their retention is important to Pioneer Square's visual character

**Commented [NG17]:** There is a more recent survey, but it does not consider or rate any of the historical features of the areaways. Only its structural concerns. The Board may need to consider that as well but I am not sure how to list it and not make it confusing.

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Figure xxx. Example of an original areaway with prisms (left) and a new areaway prism panel (right)

#### Guidelines

- i. When areaway prisms and/or the panels in which they are situated have deteriorated to the extent that action is necessary, the preferred option is repair of the panel and replacement in-kind of damaged prisms. Only when the panel and/or prisms are deemed unrepairable by the Board is panel replacement allowed.
- ii. The glass sidewalk prism lights are one of the unique elements in the District, and their retention is required. The Board maintains the right to require applicants for sidewalk repair to repair sidewalk prism light panels and individual prism lights that have deteriorated into a state of disrepair. The retention of the glass sidewalk prism lights is required. The Board maintains the right to require applicants for sidewalk repair to repair sidewalk prism light panels and individual prism lights that have deteriorated into a state of disrepair. (7/99)
- iii. The color of the prism should be consistent with the aged glass color found in the District. Only when repair of an individual glass light is determined by the Board as not repairable, a new glass prism infills may be considered if it is installed in such a way that it continues the pattern and shape of the prism. If glass prisms are not available, the Board may allow a substitute material, such as epoxy resin that approximates the color and translucency of the prism.
- iv. When most of the prisms in a arepanel are lost or damaged and removal and replacement of the panel is allowed, the remaining useable prisms will be salvaged and given to SDOT for use in other individual prism repair situations. The panel must be replaced with a new panel with a similar pattern of prisms.

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**Commented [JO18]:** The current guidelines allow concreted infill, but this proposal requires replacement with glass. It seems to have been done before. Genna, is this true??

**Commented [NG19R18]:** The current guidelines say B. Sidewalk Prism Lights

The glass sidewalk prism lights are one of the unique elements in the District, and their retention is required. The Board maintains the right to require applicants for sidewalk repair to repair sidewalk prism light panels and individual prism lights that have deteriorated into a state of disrepair. (7/99)

I think that what was referred to in the draft is that if there is just one or two missing it has been difficult to get a contractor to place new prisms in the panel so they have approved a concrete patch of a hole, not the entire panel. This is really not the ideal repair but maybe a more likely approach. I have seen wood and metal patches that were worse.

Maybe what also needs to be clear is if we are talking about replacing the entire panel frame and glass or replacing one prism glass.

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## e. Streetlights and Signals

### Rationale, Context, and Intent

Pioneer Square's globe lights are a unique element and provide a unifying streetscape element. The three and five globe lights shown below approximate the design of those from the original 1908 fixtures. The base of the five-globe light is original. In 1925, bronze light pole bases such as the ones shown on the three-globe pole were added. The three globe fixtures on the poles were replaced in the 70's but they are the same design as the original 1908 poles and bases remain from 1925. Many have been updated with new LED bulbs

The high level "cobra head" lights do not relate to the pedestrian environment but are sometimes necessary for pedestrian and traffic safety. The Aladdin's lamp design with a curved arm is the traditional model used where a ~~high-level~~ high-level fixture is necessary. Traffic signals are typically mounted on brackets extending from a streetlight pole, but there are also post mounted and wire mounted signals.

### Guidelines

- Retain the 3 and 5 globe pedestrian lighting and the bronze "Chief Seattle" bases. Where it is necessary replace the bronze bases with new bronze bases with the Chief Seattle design.
- Retain existing bracket mounted traffic signals. Replace modern post top signal poles with traditional poles and bases.
- Retain existing "Aladdin lamp" high level streetlights as necessary for adequate street lighting. Otherwise, minimize the visual impacts of higher level (typically 30' high) streetlights.

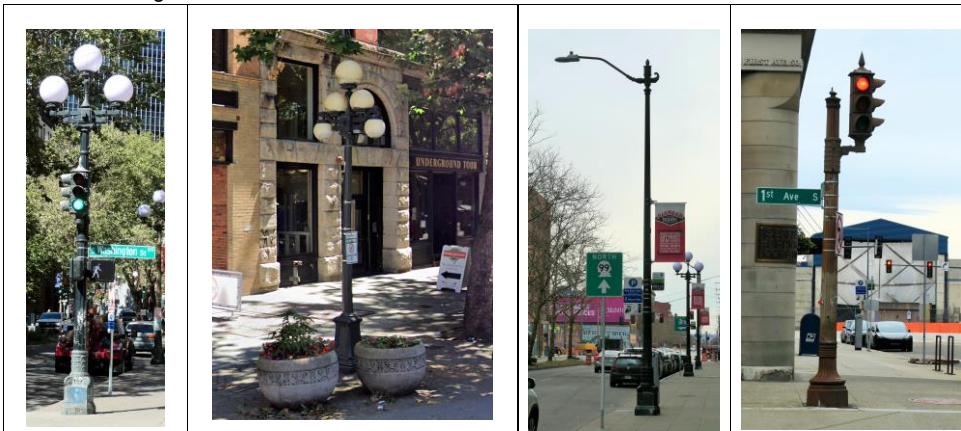


Figure xxx. Typical 3 globe pedestrian light fixture with bracket mounted traffic signal (left), 5 globe pedestrian light fixture at Pioneer Square Park (center left) Aladdin lamp streetlight (center right) and post top mounted traffic signal (right)

**Commented [NG20]:** Clarify traffic signals.

**Commented [NG21]:** I think that we need to add to the context that there are bronze Chief Seattle bases. I was also thinking about adding the history of the poles. 1908 the 3 globe and 5 globe with base shown in the photo of 5 globe below were used. The ones between the buildings and Pioneer Park are believed to be original. Then in 1925 the bronze bases were added. The three globe fixtures on the poles were replaced in the 70's but they are the same design as the original 1908 poles and bases remain from 1925. Many have been updated with new LED bulbs.

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**Commented [NG22]:** Add Retain bronze Chief Seattle Bases bases. (some were filled with concrete and SCL says they are not salvageable.) Need to add to retain bronze and when replacement is found necessary by the Board they must be replaced with new bronze Chief Seattle Bases

**Commented [JO23]:** We will expand the figures to highlight the bases and better illustrate pole design.

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## f. Street Furniture

### Rationale, Context, and Intent

Street furniture adds function, pedestrian comfort, and amenity to the public realm. While there are many options for elements such as seating, bike racks, and trash receptacles, street furniture that features a “traditional aesthetic” common before the 1940s is most appropriate. The guidelines ii through ix in this section are derived from The Alliance for Pioneer Square’s Street Concept Plans.

### Guidelines

- i. General. All other elements of street furniture will be reviewed by the Board as to their specific compatibility within the Preservation District. This review will be extended to all bus shelters, bollards, signal boxes, mailboxes, pay phones, trash receptacles, newspaper stands, vending carts, bike racks which are both permanent and mobile. Pay phones, Mailboxes, trash receptacles, and newspaper stands shall be in the sidewalk zone adjacent to the curb, in line with street trees and light standards to reduce impediments to pedestrian flow and to avoid obscuring visibility into street level retail storefronts. (7/99).
- ii. Seating. Choose benches and seating furniture with simple, clean design and that allows for multiple social configurations and street conditions. Provide universally accessible options. Use Historic District options for permanent seating. (seating types that were common before the 1940s).
- iii. ~~Waste containers. Use Landscape Forms Pee Litter Bin side opening, 29"x 44" x 29", 34-gallon capacity. This product features heavy duty construction of cast iron and aluminum with a cast iron base. Need to get the new standard.~~
- iv. Bollards. Retain historic character within the District. Finish must be durable, powder coat or better – color black. An appropriate choice is Fairweather Model B-3, 6"with spherical top and 2 collars
- v. Newspaper racks. Consolidate news racks into a singular stand and designate specific locations where they are permitted within the District.
- vi. Bike Racks. Use ~~SDOT~~Pioneer Square standard inverted “U” rail type 27" wide x 33" high with 1.5" square tube. Provide 2 points of contact for bicycle. ~~Do not incorporate middle rail.~~
- ~~vi.~~
- vii. Water fountains. Retain, repair. and maintain existing.
- viii. Utility boxes. Locate underground where possible. ~~Consider creating a historic photo program to cover utility boxes~~Maintain current Native American artwork.

**Commented [NG24]:** From draft Seating Public seating on the sidewalk or park shall adhere to the design and color compatibility and durability requirements of a side walk café. Plastic furniture is not allowed.

**Commented [NG25]:** SPU doesn’t want to use this can, doesn’t meet their standard. Show Board can they want to use.

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**Commented [NG26]:** Look at SDOT guidelines. Difficult to regulate. I don’t think we can move existing ones but probably can identify locations where they should go. Would need to include that here.

**Commented [NG27]:** There is a Pioneer Square Bike rack. It is shown in the street concept plan. It was approved to be installed with staff review of location.

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**Commented [NG28]:** Currently covered with Native American art

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## Photos of street furniture go here

### g. Public art.

#### Rationale, Context, and Intent

Art in the public realm is an important part of the Pioneer Square's history and identity. Public art is allowed ~~provided that~~ if it does not reduce safety or security and is maintained appropriately.

#### Guidelines

Art on public property will be reviewed by the Board for safety and security objectives.

### h. Street Trees and Landscaping

#### Rationale, Context, and Intent

Street trees have been an important feature in the District since the 1970s when a number of trees were planted to enhance the pedestrian environment. Some of the District's streets feature relatively uniform plantings of distinctive street trees. For example, the London plane trees on 1<sup>st</sup> Avenue S and Occidental Avenue S as well as the sweetgum trees on 4<sup>th</sup> Avenue provide a distinctive character and streetscape continuity. While the trees provide a consistent backdrop that reinforces the District's identity, smaller plantings such as hanging baskets and planters add color, texture and pedestrian interest and are therefore positive features to be encouraged.

Tree health is an important consideration in the District's appearance and Pioneer Square's trees provide important ecological services, even in an intense urban setting. Trees and landscaping in the public ROW add shade, heat mitigation, color, and texture to the pedestrian experience. Therefore, the management of the District's "urban forest" is critical to the Pioneer Square's identity and livability. Planting and maintaining healthy urban trees require thoughtful consideration of many factors such as overhead wires, sunlight, soil condition, visibility, and sufficient space for root growth. All tree planting and landscaping in the public ROW should be coordinated with the SDOT Landscape Architect to ensure that the plantings conform to City standards and best practices for human safety and tree and plant health.

#### Guidelines

- i. As a condition of a decision of approval the Board may require that the applicant meet with the SDOT Landscape Architect to determine what actions regarding existing or proposed street trees should be taken to ensure human safety, plant health and maintenance of public rights-of-way.
- ii. Adhere to all SDOT standards related to street trees landscaping in the public ROW.
- iii. Street tree planter fence. ~~If a planter fence is to be installed, it~~ incorporate a low curb or other structure that is easily detectable by the visually impaired. ~~If a planter fence is used, e~~Construct the planter fence from 16-gauge steel with powder coat finish.

**Commented [NG29]:** I think that this would happen as part of their SDOT permit.

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~~Maximum open space between metal elements to be 2". Construct on raised curb to assist caning by the visually impaired.~~ Provide for drainage to the street. ~~Maximum open space between metal elements to be 2".~~

**Commented [NG30]:** I think this language was from the Street Concept plan but it the tree pit fencing along Alaskan way is not installed with a curb. If we keep the language about a curb it should only be when there is a fence otherwise it could be a tripping hazard. Also the curb would keep the rain for running into the tree pit to water the plants and filter the rain.

We should include the flexipave in Chestnut or other approved similar color that provide a variation of color more similar to bark. We can also discuss if we want to encourage planting like the along Alaskan way and some locations on King St

**Commented [NG31]:** I think this language was from the Street Concept plan but it the tree pit fencing along Alaskan way is not installed with a curb. If we keep the language about a curb it should only be when there is a fence otherwise it could be a tripping hazard. Also the curb would keep the rain for running into the tree pit to water the plants and filter the rain.

We should include the flexipave in Chestnut or other approved similar color that provide a variation of color more similar to bark. We can also discuss if we want to encourage planting like the along Alaskan way and some locations on King St

**Commented [NG32]:** The Board has usually approved these with a maintenance plan. We might want to include that any plantings in the right of way require a maintenance plan. In current guidelines planting other that baskets were discouraged be long ago there was an issue of planters being used as garbage cans, or stashes and plants would die and owners wouldn't maintain and they would be an eye sore. Maybe we don't need a maintenance plan but state the expectation that they are maintained. Or maybe being it has not been a problem lately, is it still a concern?

**Commented [NG33]:** From previous draft Bus (Public Transportation) shelter  
Bus shelters located in front of historic buildings are not recommended. In no case should they obscure architecture, be located against the building, interrupt a clear path of travel for pedestrians in and out of storefronts, block visibility into business or block signage. When shelters are approved they should be utilize the approved trash cans consistent with the District.  
While shelters should be recognizable as associated with the transportation system they are for, they should also be compatible with the historic district and not detract from the historic district. They should not incorporate any items that are generally not allowed in the district, such as internally lit signage, off premise signage, etc.

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iii-iv. Use of flexible porous pavement. If a synthetic porous pavement material such as Flexipave is to be used within a tree pit, the color must have a brown tint resembling bark or mulch. "Chestnut" or "Cypress" area acceptable color examples.

iv-v. Tree removal will require a Certificate of Approval. Tree pruning will be considered the in-kind maintenance and is encouraged for the health of the trees and buildings.

v-vi. Median strips and permanent plant beds shall contain plants approved for urban conditions, combining evergreen shrubs with ground cover and, where appropriate, flowers

vi-vii. Hanging baskets with seasonal flowers are recommended. Seasonal flower baskets can be hung on existing brackets without review. Installation of new brackets or planter boxes will require review. The brackets for the baskets or planter boxes should be compatible with the architecture of the building and the character of the district. Attachment should be in the mortar joints rather than brick or stone or in a manner that is least damaging to the building material or architectural details. Landscaping, baskets, pots, or planter boxes should not contain plants that will attach to the building, and they must not impede the pedestrian flow on the sidewalk. Approval of use of landscaping, baskets or planter boxes or green roofs shall be based on the applicant's maintenance plan and ongoing maintenance the landscaping

vii-viii. Planters. Locate where there will not interfere with pedestrian movement. Construct of durable and maintainable materials such as concrete, cast iron, and stainless steel. Planter locations and design are subject to review by the Board. Applicants must commit to maintaining the planter area. Submit a maintenance plan as part of the Certificate of Approval application.

## h. Bus Shelters

### Rationale, Context, and Intent

Bus shelters are designed, located, and installed by King County Metro and reflect a contemporary, utilitarian character.

### Guidelines

i. The location and design of public bus shelters is subject to review by the Board. Bus shelters in front of contributing buildings are not recommended and should be avoided. Bus shelters shall not obstruct pedestrian movement and shall not be placed immediately adjacent to a building.

ii. Bus shelters should, to the extent feasible, not conflict with the District's historic character. For example, while bus shelters should be recognizable as part of the transportation system, they should not feature bright contrasting colors, stylistically contemporary or unnecessarily decorative elements. They must not incorporate elements or materials that are not allowed in the district such as internally lit signage, off

premise signage, or street furniture (trash receptacles, etc.) that do not meet these guidelines.

## i. Sidewalk and Outdoor Cafes

### Rationale, Context, and Intent

Sidewalk cafes can increase public use, enjoyment, and safety of the public places and are encouraged. Sidewalk cafes are areas within the sidewalk where temporary seating is permitted for customers to a specific business. Sometimes such seating areas are situated on a platform that extends beyond the curb line into a parking lane. A café permit allows a food service establishment to provide table service within a designated seating area on the sidewalk, curb space (this type of café is known as a streetery), or other public space. Alcohol may be served if approved by the Washington State Liquor and Cannabis Board. Cafés require a form of demarcation, which can be fencing, planters, or pavement markers.

### Guidelines

i. General: Outdoor cafes are subject to approval by both the Board and SDOT. In determining the appropriateness of the design of the sidewalk café including structural elements, furniture and planter boxes and pots the Pioneer Square Preservation Board shall consider the following:

- Compatibility design of the sidewalk café elements with the building façade and the character of the District.
- Compatibility of color with the building and the District.
- Durability and quality construction of all elements
- Transparency of the railings, **fenceless sidewalk cafes are encouraged when the SDOT and WA Liquor Control Board condition of a fenceless sidewalk café are met.**
- Number and placement of umbrellas to ensure compatibility with transparency and signage regulations
- A maintenance plan is provided for care of planter boxes and pots and their continued approval is based on adherence to the maintenance plan

i. \_\_\_\_\_

ii. Enclosures and other appurtenances supporting outdoor cafes must be removable and must not impede pedestrian movement.

iii. Covered outdoor cafes are not permitted in the District.

iv. The maximum height for a fence, railing or enclosure around an outdoor café or other similar use is 42" above grade. An enclosure must feature at least 50% transparency. That is; solid or opaque elements (rails, slats, etc.) must not cover more than 50% of the any vertical surface of the enclosure. There shall be no advertising or signage on the enclosure.

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**Sidewalk Cafes**

Sidewalk cafes can increase public use, enjoyment, and safety of the public places and are encouraged. In determining the appropriateness of the design of the sidewalk café including structural elements, furniture and planter boxes and pots the Pioneer Square Preservation Board shall consider the following:

Compatibility design of the sidewalk café elements with the building façade and the character of the District, Compatibility of color with the building and the District, Durability and quality construction of all elements Transparency of the railings, **fenceless sidewalk cafes are encouraged when the SDOT and WA Liquor Control Board condition of a fenceless sidewalk café are met.**

Number and placement of umbrellas to ensure compatibility with transparency and signage regulations A maintenance plan is provided for care of planter boxes and pots and their continued approval is based on adherence to the maintenance plan

Limitations:

Maximum allowable height of structural elements, including railings, is 42 inches.

Temporary signs including banners are not permitted to hang from the railings.

Platforms or decking are only permitted when it is necessitated by a topography grade that exceeds 8%.

Plastic furniture or railings is not allowed.

No walls or roofs of any kind are permitted to enclose sidewalk cafes.

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**Commented [JO35]:** We need do discuss this further

**Commented [NG36R35]:** If it is on the sidewalk it can have a awning, canopy or umbrellas. We would not want a roof built attached to or obscuring the building. But we should have further discussion on structures built in the street with the sidewalk between the building and the structures.

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v. Platforms or decking are only permitted when it is necessitated by a topography grade that exceeds 8%.

vi. Plastic furniture or railings is not allowed.

vii. No walls or roofs of any kind are permitted to enclose sidewalk cafes.

viii. Umbrellas are discouraged where overhead coverage (weather protection) is already provided by awnings or canopies.

ix. Attachments to the sidewalk should avoid crims and should not penetrate through the sidewalk into the areaway.

iv-x. In addition to the Pioneer Square District guidelines, the specific regulation of SDOT (Seattle Department of Transportation) including clear pedestrian paths, setback requirements, egress and railing requirements as outlined in CAM 2503 must be met. [http://www.seattle.gov/transportation/stuse\\_sidewalkcafe.htm](http://www.seattle.gov/transportation/stuse_sidewalkcafe.htm)



Figure xxx. An outdoor cafe

## j. Vending in a public space

### Rationale, Context, and Intent

Seattle's street and sidewalk vending program allows businesses and entrepreneurs to operate mobile vending businesses on our streets and sidewalks. These vending opportunities help encourage walking, add vitality to our streets and sidewalks, and promote local economic development. The Board does not review applications for food trucks parked in the public right of way. These guidelines apply to displays of goods on sidewalks that a business may establish on a temporary basis during the times that the business is open.

### Guidelines

- i. Street vending locations and permitted activities are subject to approval by both the Board and SDOT. The Board will consider:
- Whether or not the display impedes pedestrian mobility or creates a safety hazard.

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**Commented [JO37]:** What else do we want to say?

**Commented [NG38R37]:** We do not review mobile food trucks parked in the streets. This also needs to be written to apply to businesses that might want to display products outside. Besides the pedestrian clearance, display needs to be brought in at the end of day, including and displays y shelving or racks, etc

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- Whether or not the display substantially obscures the adjacent building's architecture
- Whether or not the display detracts from the District's historic character.

i.ii. Street vending displays are allowed when the building is open. They must be removed from the public right of way when the business is closed.

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#### k. Wireless facilities and appurtenances

##### Rationale, Context, and Intent

SDOT Directors Rule 02-2020 establishes the City's design standards for small wireless facilities on poles in the public place (also known as right-of-way) for which there is a valid lease or wireless site agreement, including those poles that are owned in whole or in part by the City, and privately-owned poles in the public place. Section E describes standards applicable to small wireless facilities on all poles in the public place and E1a discourages such facilities within Historic or Landmark Districts, among other designated spaces.

If a site is proposed in a location listed in E.1.a, the applicant shall submit documentation that the location preferences have been evaluated. Documentation shall include the applicant's written evaluation of alternate locations a radius of 250 feet from the proposed location either on existing or replacement poles or on the rooftop of a structure on private property that is outside of the areas in E.1.a.

Commented [NG39]: Add rooftop, we would not like to see small cells on the sides of buildings.

E1.c states: The City prohibits small wireless facilities attached to the following: ~~to the following:~~

Commented [NG40]: Some of these would not apply in Pioneer Square, it may be more helpful to summarize

~~i. Poles within medians or traffic circles or islands (e.g.: First Avenue S. median:).~~

ii. SDOT traffic and pedestrian signal ~~poles; poles.~~

~~iii. Poles 20 feet in height or under, including pedestrian light poles;~~

iv. Poles with globe-light luminaires such as those noted in Section "e", above:

v. Decorative poles, not including Chief Seattle poles, unless the City determines it fits within the streetscape design plan or the City would replace the pole with a standard pole upon ~~replacement; replacement.~~

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vi. Poles within an Approved Street Concept Plan area identified in Streets Illustrated, unless the City determines it fits within the street concept plan.

Commented [JO41]: Like the E-W street plans?

Other provisions in Director's Rule 02-2020 also apply. Sub-section E3e. addresses areaways and states: When required, accessory equipment's visual impact to the public place shall be minimized by undergrounding or pole-mounting equipment to the maximum extent feasible. Areaways are included in Landmark and Historic District regulations and modifications to the areaway to accommodate small wireless facilities and accessory equipment will trigger Landmark or Historic District review. Where pole-mounted accessory equipment is proposed, the applicant shall screen equipment to the maximum extent feasible. Where proposed, pole-mounted equipment shall be in the smallest enclosure needed for the installation and shall be as narrow as possible, up to the maximum dimensions established in Section C and D above.

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Applicants shall consider narrow vertical enclosures to minimize the visual impacts to the streetscape.

#### Guidelines

- i. Wireless facilities, their mountings and equipment are subject to approval by both the Board and SDOT. The Board may require that a wireless facility proposal be relocated or redesigned to prevent impacts to a historic feature in the District. Such features include, but are not limited to, areaways, poles, artwork, special pavements and other features in the public realm.
- ii. If directed by the Board, wireless facilities must include features addressed in these guidelines such as the Chief Seattle bronze pole bases.
- iii. Applicants for wireless facilities must demonstrate the need for such an installation at a particular location to the Board.

**Commented [NG42]:** I think that it would be helpful to specify the maximum dimensions here.

**Commented [JO43R42]:** This is tricky because there are a number of ways different facilities can be mounted. I suppose we could give the maximum dimension of the largest appropriate cabinet box, but that might give the applicant the opportunity to always apply for the largest box. I think that when this comes up the Board will need help from SDOT to determine what options are available.

**Commented [NG44]:** Chief Seattle Bronze bases.

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