



The City of Seattle

## Pioneer Square Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649  
Street Address: 600 4th Avenue, 4th Floor

PSB 109/18

**MINUTES** for Wednesday, April 18, 2018

### Board Members

Adam Alsobrook  
Lynda Collie  
Kianoush Curran  
Brendan Donckers  
Alex Rolluda

### Staff

Genna Nashem  
Melinda Bloom

### Absent

Dean Kralios  
Carol O'Donnell

Adam Alsobrook called the meeting to order at 9:00 a.m.

**041818.1      APPROVAL OF MINUTES:** February 7, 2018 and Feb 21, 2018

**041818.2      APPLICATIONS FOR CERTIFICATES OF APPROVAL**

First item reviewed out of agenda order.

**041818.22      Alaskan Way**  
Temporary traffic revision

ARC report: Mr. Alsobrook reported that ARC reviewed the proposed plans and thought that they were a straight forward temporary installation needed for safety during construction. They indicated that all items are reversible. They also acknowledged that the Waterfront Seattle program will propose the final condition. ARC recommended approval.

Staff report: Ms. Nashem said this proposal is for a temporary condition to get cars from the temporary holding to ferry terminal during the Colman Dock

reconstruction. The jersey barrier is to separate the lane from the on-coming traffic. She said she has reviewed several temporary changes to the road way here and anticipates that there could be others.

Applicant Comment:

Leonard Smith explained they would move the ferry queuing to Pier 48 for 160-180 vehicles. He said they will separate the lane from Pier 48 to the Colman Dock from southbound Alaskan Way traffic with a jersey barrier. He said that all lighting from Main to Yesler will be temporary; the Waterfront project will propose the final condition. He went over plan detail.

Public Comment: There was no public comment.

Board Discussion:

Mr. Rolluda said it is straightforward and is about safety.

Ms. Curran agreed with Mr. Rolluda that it is straightforward.

Action: I move to recommend granting a Certificate of Approval for Temporary traffic revision including a barrier and lighting as presented.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the April 18, 2018 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030 Certificates of Approval required

Certificate of approval required. No person shall alter, demolish, construct, reconstruct, restore, remodel, make any visible change to the exterior appearance of any structure, or to the public rights-of-way or other public spaces in a special review district, and no one shall remove or substantially alter any existing sign or erect or place any new sign or change the principal use of any building, or any portion of a building, structure or lot in a special review district, and no permit for such activity shall be issued unless a certificate of approval has been issued by the Department of Neighborhoods Director.

**Secretary of Interior's Standards for Rehabilitation**

9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired

MM/SC/KC/AR

5:0:0 Motion carried.

**041818.21**

**Smith Building**  
**80 S Jackson St**

Installation of conduit and HVAC system on the roof

ARC Report: Mr. Alsobrook reported that ARC reviewed the plans provided and photos. They appreciated that photo identifying the attachment points in the mortar. ARC thought that it complied with the regulations; equipment is on the roof top, set back more than required and the pipes are attached to the alley façade and they are painted to blend in with the brick. ARC recommended approval.

Applicant Comment:

Cory Kingston explained the remodel of unit 201 at the southwest corner. She went through drawings and said there are two existing air condensers on the roof now; the new one will be added in front of those. She said they can't put the new one in the basement. She said there are two apartment units on the roof, so they are limited in placement. She said that conduit will run along the alley-facing side. She said they will paint lines to match brick to minimize visibility; they will field verify the color. She said they already have venting and existing louvers and they will re-use those. She said they will attach into the mortar joints.

Public Comment: There was no public comment.

Board Discussion:

Mr. Donckers asked if the equipment's orientation was on the south side.

Ms. Kingston said that the unit is on the south – southwest facing side; the roof condensing equipment will be on the north. The conduit will run on the alley; there will be a 13' setback from the alley.

Mr. Rolluda had clarifying questions about the paint color. The applicant provided material sample proposing a color, he thought that color was compatible and preferred it over a red. The applicant agreed to use the color of the sample they provided which matched the existing downspout.

Action: I move to recommend granting a Certificate of Approval for installation of conduit and HVAC system on the roof as presented.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the April 18, 2018 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030 Certificates of Approval required

SMC23.66.140 Height

C. Rooftop features and additions to structures

1. The height limits established for the rooftop features described in this [Section 23.66.140](#) may be increased by the average height of the existing street parapet or a historically substantiated reconstructed parapet on the building on which the rooftop feature is proposed.

d. The following rooftop features may extend up to 8 feet above the roof or maximum height limit, whichever is less, if they are set back a minimum of 15 feet from the street and 3 feet from an alley. They may extend up to 15 feet above the roof if set back a minimum of 30 feet from the street. A setback may not be required at common wall lines subject to review by the Preservation Board and approval by the Department of Neighborhoods Director. The combined coverage of the following listed rooftop features shall not exceed 15 percent of the roof area:

- 1) solar collectors, excluding greenhouses;
- 2) stair and elevator penthouses;
- 3) mechanical equipment;
- 4) minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of [Section 23.57.014](#).

Additional combined coverage of these rooftop features, not to exceed 25 percent of the roof area, may be permitted subject to review by the Preservation Board and approval by the Department of Neighborhoods Director.

### **Pioneer Square Preservation District Rules**

#### **VIII. MECHANICAL SYSTEMS**

The preferred location for mechanical systems is in the building interior. In cases where locating systems in the interior is not possible, exterior mechanical systems equipment, including but not limited to air conditioning units, compressors, boilers, generators, ductwork, louvers, wiring and pipes, shall be installed on non-primary building facades and/or roof tops. Mechanical equipment shall be installed in such a manner that character-defining features of the building are not radically changed, damaged, obscured, or destroyed. Screening and/or painting of equipment may be required to diminish negative visual impacts. (7/99)

#### **Secretary of Interior's Standards for Rehabilitation**

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be

differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

MM/SC/AR/KC            5:0:0    Motion carried.

**041818.25**

**Squire Building**

On the Field – wall sign  
901 B Occidental Ave S

Staff Report: As requested by the Board, staff has looked into the definition of “on-premise sign” as the sign is required to be an on-premise sign. Staff have confirmed that the messages including websites are not on-premise messages as they direct an applicant to get the services by computer from someone other than the store where the advertisement is located. This sign still includes “Visit MLB.com” in the small white type which does not qualify for as an on-premise sign.

The statement in the staff report and on the COA approval that the Board has not made a determination that the sign qualifies as a on-premise sign was never meant to imply that the sign doesn’t need to qualify as on on-premise sign, but that the Board made the approval based on the applicants statement that they sell the product onsite because the Board doesn’t do any inspections to verify that the product is for sale. In fact, the Board has always asked if the product was for sale and should continue to do so. Staff will change the language on the COA to be more clear that any decision is based on information provided by the applicant that the product advertised will be available for sale at on the Field for the duration that the sign is up.

For other sign considerations beyond the blatant “.com” message, the Board should determine what the sign is advertising and determining if what is advertised is being provided at the store, On the Field, or by someone else through a phone, computer or other “device” and therefore does not meet the definition of on-premise sign. In this case the applicant has refused to provide any documentation that On the Field is authorized to provide T Mobile services so we have no indication that they are providing the service. Filling out an application on site is not the same thing as providing the service on site, which is what is required under the definition of “on-premises sign”. The definition of on-premises sign is set forth below:

"Sign, on-premises" means a sign or sign device used solely by a business establishment on the lot where the sign is located that displays either: (1) commercial messages that are strictly applicable only to a use of the premises on which it is located, including signs or sign devices indicating the business transacted, principal services rendered, goods sold or produced on the premises, name of the business, and name of the person, firm or corporation occupying the premises; or (2) noncommercial messages. For the purposes of this definition, "business

transacted, principal services rendered, goods sold or produced on the premises" does not include: (a) the sale or donation of a gift card, gift certificate, coupon or other document that can be exchanged in part or whole for an item or good that is not directly sold or produced or a service rendered where the gift card, gift certificate, coupon or other document is sold or donated; or (b) access by phone, computer or any other device to allow a person to obtain an item or good that is not directly sold or produced or a service rendered where the access by phone, computer or other device is offered. This definition does not include signs located within a structure except those signs oriented so as to be visible through a window.

I would argue:

1. Allowing someone to fill out an application to obtain a service that is provided at another location does not advertise the business transacted, principal services rendered or goods sold or produced at On the Field.  
**OR**
2. The actual application is a *device* used to allow a person to obtain an item not directly sold or produced or a service rendered where the device (application) is offered.

Applicant Comment:

Ellie Newby explained they removed “.com” and provided a service agreement showing one could sign up for the service there.

Ms. Nashem said the COA application was last reviewed on March 21, 2018. Following the previous ARC review where the ARC noted the proposed sign copy was clearly off premise because it included a .com and.TV address. ARC suggest that they revise the sign copy. The applicant brought back their revised sign copy. Staff had provided some clarification on the definition of on-premise signage. Reviewing that definition and considering the applicants statement that they are not providing the service through a phone or computer but through a paper application, the Board asked the applicant to provide more information on that process and for staff to get clarification if that qualified per the definition.

The applicant provided a copy of the paper application which would be considered “another device.” They have refused to provide any supporting documentation that On the Field is authorized to sell the service for T Mobile. However, staff noticed that the revised sign still includes “Visit MLB.com” in the small white type and therefore still contains a message that is not on-premise.

In the past, the Board has always inquired about whether the product advertised was for sale on the premises. The motions and COA have usually included a disclaimer that the Board has not made a determination that the sign qualifies as an on-premise sign. That disclaimer was because the Board was basing its approval on the information provided by the applicant and had not done an inspection to verify any business transacted, principal services rendered, goods sold or produced at On the Field consistent with the sign copy. The disclaimers did not mean that the applicant did not have to comply with the on-premise requirement.

Mr. Donckers recommended denial of the application.

Public Comment: There was no public comment.

Mr. Rolluda agreed with staff and said MLB.com does not qualify as on-premise so he will not approve it.

Mr. Donckers agreed.

Action: I move to recommend denying a Certificate of Approval for installation of new sign copy which includes a message of "Visit MLB.com" which makes the sign not qualify as an on-premise sign.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the April 18, 2018 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030 Certificates of Approval required

SMC23.66160 Signs

Pioneer Square Preservation District Rules

XX. RULES FOR TRANSPARENCY, SIGNS, AWNINGS AND CANOPIE

MM/SC/BD/AR

5:0:0 Motion carried.

**041818.23 419 Occidental Streetscape**

Mr. Rolluda disclosed that he has been working with MIG SVR on other projects, but nothing related to this project.

Paving north-south alley, paving the east private passage, removing asphalt covering to assess the prism panels, installing a new sidewalk on Occidental, installing a new sidewalk and extending the sidewalk on S King, removing one tree, and installing three new trees.

Brice Maryman explained the context of the project (PowerPoint report in DON file). Following are board and public questions and comments.

Greg Kuhns, Swenson Say Faget, gave a report on structural competence of the prism condition. He said twelve prisms are inlaid into concrete slabs which are in poor condition due to spalling and exposed steel. He said that they must meet SDOT sidewalk loading requirements.

Ian Morrison, McCullough Hill Leary, thanked the board and public for their comments and said it has been an iterative process. He said that freight mobility issues have been addressed and the traffic engineer through the SIP process is responsible for traffic management. He said the SIP is ongoing and the application meets all criteria for DON review. He said that freight mobility is part of the SIP review; they will make a recommendation to SDOT for freight mobility. He said there may be conflict with a tree and they support moving the tree. He said Urban Visions (UVI) would replace property or any damaged pieces if it occurs. He said if SIP identifies concerns they will come back to board. He said they need to get board approval to get to the next level.

Mr. Donckers asked about the vault as shown on page 27.

Mr. Maryman said the vault has a metal lid which will be flush with the wood.

Mr. Donckers asked if the 11' is allowed would SODT give temporary easement to do construction.

Mr. Morrison said it remains public right of way; SIP will allow improvement work.

Marti Heffron said SDOT retains ownership of the sidewalk.

Mr. Morrison said it remains public property although UVI will maintain it. Future sidewalk café maintenance would pass to tenant.

Mr. Donckers asked if the bricks proposed here are the same as those used at Nord Alley.

Mr. Maryman said they prefer to use the same as Nord Alley and Pioneer Passage or an alternate if there are supplier issues.

Public Comment:

Sandy Smith, Florentine Condo Association, said she met with Mr. Maryman and gave him credit for taking information and including it in design. She said she has experience in this space and a 20' truck can't make it; she provided video of truck unsuccessfully attempting to turn the corner. She said it happens many times a week. She said it is a safety issue and that trucks do go over the curb. She said they the applicant said they were trying to create friction, she thought they would be creating so much friction that everyone is going to be stuck.

George Harris, NW Marine Trade, spoke in support of the Public Stadium letter in opposition to the curb expansion. He said Seattle is the largest boat show on the west coast – it is a \$4 billion industry. He said they would be losing staging and access on streets. He said they need to protect access to the stadium.

Mr. Donckers asked if this is the primary route.



Mr. Harris said there are two: Railroad Avenue and King Street, which is preferred. He said when Railroad Avenue is redeveloped, it won't be available.

Liz Stenning, Alliance for Pioneer Square, said the streetscape improvements are beneficial and they have worked hard to coordinate with utilities to get all that work done first. She said a lot is figured out during the SIP process and questions and scrutiny should be put forth there.

David Young, General Manager, Centurylink, said he appreciated the outreach from the team and that he supported development and improvements. He said he was concerned with anything that could limit access as multiple events depend on access from King, Railroad and Royal Brougham which has diminished access. He said it doesn't appear conclusively that access won't be hindered/reduced.

Mark Astor appreciated everything about the project and said they are fantastic improvements, except the curb extension. He said it should be no more than an 8' extension. He said that various entities have spoken against and their concerns should be equal or more important than voluntary improvements. He said the risks are too great to take public property for private improvements that benefits the building. He said no traffic data shows safety issues at that corner and he has never had a near miss there. He encouraged the team to hear the concerns expressed and implement no more than 8' sidewalk extension.

Mr. Alsobrook read letters into the record:

Email from Laird Bennion opposed to the 11' sidewalk extension.

Email from Cat Wilcox, Velouria owner, supporting the plan.

Email from Richard Sauntcaraff, supporting the plan.

Letter from Public Stadium Authority opposed to 11' sidewalk extension; no more than 8' extension.

Mick McHugh, FX McRory's, said it is a great opportunity for a great compromise. He said the stadium is the number one economic engine and it needs to be taken care of. He said he is in the middle, but we need both. He said to find Seattle's middle ground to make it all work.

Staff Report: Ms. Nashem noted that the funding for the crosswalk improvements was referred to as Neighborhood Matching Fund, a program of the Department of Neighborhoods, but was actually funding from the Neighborhood Park and Street Fund, a SDOT program. She confirmed with Elizabeth Sheldon, SDOT, that "The street trees are voluntary, so the extension could be dropped to 8'. The drawbacks with this are:

- There wouldn't be room to add in street trees with the existing utilities
- There is some talk about adding in back in angle parking along the street. This would work with an 11' extension, but not the 8' extension."

She confirmed that the per code that prevents parking in intersections, the parking will be removed on this section of S King St.

SDOT traffic control submitted a Nov 30, 2017 letter saying they reviewed the improvement alternatives fronting 419 Occidental and the 11- and 19-foot sidewalk extension will work for all modes. They believe the 11-foot sidewalk extension maintains flexibility for transportation operations. While the letter does not specify how they reached this determination, the City Traffic Engineer has the expertise in making this determination. When reviewing the sidewalk extension, it is appropriate for the Board to rely on the City Traffic Engineer's determination when considering traffic impacts. If through the SIP process, SDOT determines a sidewalk extension different than 11 feet is appropriate, a new Certificate of Approval application will be required.

ARC Report: Mr. Alsobrook said that ARC reviewed the plans photos and videos provided. ARC thought the alley paving, using the plans approved for the Nord Alley, and east private passage with the rails retained, installing the new sidewalk on Occidental about the areaway, including the installing the structural grid, removing the prism panels, and assessing condition all complied with the code, District Rules and Secretary of Interior's standards. Mr. Rogers, MIG, showed an old photo that confirmed there were previously two additional prism panels that they also intend to re-install and ARC thought appropriate based on the evidence. Mr. Rogers will return with the final replacement or repair plan after the prism panels are assessed. Mr. Alsobrook suggested new prism be clear in the final proposal to distinguish as new and because he was concerned that the purple glass would continue to darken. ARC recommended approval on this portion of the application.

ARC reviewed the plans for the King Street sidewalk extension. Mr. Rogers presented videos of the truck-turning study, and a plan diagram showing turning radius of even larger trucks than shown in the video. Marni Hefron, applicant representative said larger trucks would be rare and require a permit and an escort. They concluded that their studies show the 11-foot extension works for the trucks. Mr. Rogers said they talked with the all the stakeholders and he talked to drivers for the Boat show and the drivers are not concerned.

Mr. Morrison said the motion should be for the entire package rather than split up.

Board Discussion:

Mr. Donckers said he supported the application. He said there is evidence on both sides saying the sidewalk extension works or doesn't. He said he doesn't have SDOT's expertise. He said the 8' extension would be completely arbitrary and would be picking one side over the other. He said SDOT has the expertise and will review in greater depth; they are better equipped to make that decision. He said the board decision is subject to SDOT confirming that it works based on expertise and experience. He said they are not closing off access to public access; he is satisfied use will be maintained for the public.

Mr. Rolluda asked if the prism support will be visible through clear glass.

Mr. Kuhn said the grid spacing is much tighter and the grating will be underneath and unlikely to be visible from the top.

Ms. Nashem clarified that the applicant will evaluate if they can re-use existing prisms or if they have to go with new prisms so that the Board may want to hold off discussing color of prisms until it is determined that replacement is even necessary.

Mr. Rolluda asked if they will use a new framing structure underneath.

Mr. Maryman said the existing framework will be reused and the more robust framework will be below that.

Mr. Rolluda asked if the tree in front will be removed and replaced.

Mr. Maryman said it will be replaced with London Plane.

Action: I move to recommend granting a Certificate of Approval for paving the north-south alley, paving the east private passage, removing asphalt covering to assess the prism panels, areaway work, installing a new sidewalk on Occidental Ave S., installing a new sidewalk and extending the sidewalk on S King, removing one tree, and installing three new trees as presented.

The prism panels will be removed but will be evaluated for condition and will not be altered or disposed of before approval is granted by the Board for the final repair or replacement plan.

The side walk extension is approved based on the code, district rules, Secretary of Interior Standards for Rehabilitation, and because the information provided by the applicant and the public regarding freight mobility is inconclusive, the Board is relying on the City Traffic Engineer's letter determining an 11-foot sidewalk extension will work for all modes of traffic. The Board recommends that through the SDOT SIP, SDOT thoroughly examines the issue of traffic impacts especially on freight mobility. If through the SIP permit process SDOT determines that a sidewalk extension different than the 11-foot extension should occur, then a new Certificate of Approval application will be required.

If there is damage to the trees, landscaping or hardscaping, the damaged items shall be replaced immediately.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the April 18, 2018 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030

Certificate of approval required. No person shall alter, demolish, construct, reconstruct, restore, remodel, make any visible change to the exterior appearance of any structure, or to the public rights-of-way or other public spaces in a special review district, and no one shall remove or substantially alter any existing sign or erect or

place any new sign or change the principal use of any building, or any portion of a building, structure or lot in a special review district, and no permit for such activity shall be issued unless a certificate of approval has been issued by the Department of Neighborhoods Director.

SMC 23.66.190 - Streets and sidewalks.

A. Review by the Preservation Board shall be required before any changes are permitted to sidewalk prism lights, sidewalk widths or street paving and curbs.

### **Pioneer Square Preservation District Rules**

#### **III. GENERAL GUIDELINES FOR REHABILITATION AND NEW CONSTRUCTION**

In addition to the Pioneer Square Preservation District Ordinance and Rules, The Secretary of the Interior's Standards for Rehabilitation with Guidelines for Rehabilitating Historic Buildings, and the complete series of Historic Buildings Preservation Briefs developed by the National Park Service shall serve as guidelines for proposed exterior alterations and treatments, rehabilitation projects, and new construction. (7/99)

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. (7/99) In considering rehabilitation projects, what is critical is the stabilization of significant historical detailing, respect for the original architectural style, and compatibility of scale and materials. The following architectural elements are typical throughout the District and will be used by the Board in the evaluation of requests for design approval:

- A. Street Paving. Streets within the District are to be paved according to standard Engineering Department practices with a weaving coat of asphalt concrete.
- B. Curbs. Where granite curbing presently exists, it will be the required replacement material. In other instances, the same concrete and lampblack mixture used for the sidewalk will be used.

#### **XV. STREET LIGHTING**

The three-globe Chief Seattle bronze base light fixture currently used in the District will be the approved street lighting standard. Additional alternative lighting standards and fixtures that are compatible with the historic character of the District may be approved by the Board for installation in conjunction with three-globe fixtures as needed to improve pedestrian-level lighting and public safety. (7/03)

#### **XVII. SIDEWALK TREATMENT**

#### A. Standards

Sidewalk paving and improvements shall be completed with one pound lamp-black per cubic yard of concrete, scored at two-foot intervals. This material shall be used for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected as for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected to match adjacent sidewalks in color, pattern and texture.

#### 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)

### XVIII. AREAWAYS

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 area, 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 shall 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)

### XIX. ALLEYS

- A. Alley Paving. Alleys are to be paved with unit paving materials. Three types are acceptable in the District: remolded paving bricks, cobbles, and interlocking brick-tone pavers. Alleys should be repaired or re-paved in the original unit material when these materials remain available. All other alleys should be paved with remolded brick. The center drainage swale, peculiar to alleys, should be preserved as part of alley re-paving. Unit paved alleys should not be patched with any material other than approved unit paving.

### **Secretary of Interior's Standards for Rehabilitation**

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The side walk extension is approved based on the code, district rules, Secretary of Interior Standards for Rehabilitation, and because the information provided by the applicant and the public regarding freight mobility is inconclusive, the Board is relying on the City Traffic Engineer's letter determining an 11-foot sidewalk extension will work for all modes of traffic. The Board recommends that through the SDOT SIP, SDOT thoroughly examines the issue of traffic impacts especially on freight mobility. If through the SIP permit process SDOT determines that a sidewalk extension different than the 11-foot extension should occur, then a new Certificate of Approval application will be required.

If there is damage to the trees, landscaping or hardscaping, the damaged items shall be replaced immediately.

#### Code Citations:

##### SMC 23.66.030

Certificate of approval required. No person shall alter, demolish, construct, reconstruct, restore, remodel, make any visible change to the exterior appearance of any structure, or to the public rights-of-way or other public spaces in a special review district, and no one shall remove or substantially alter any existing sign or erect or place any new sign or change the principal use of any building, or any portion of a building, structure or lot in a special review district, and no permit for such activity shall be issued unless a certificate of approval has been issued by the Department of Neighborhoods Director.

4. The determination of completeness does not preclude the Director of the Department of Neighborhoods or the board from requiring additional information during the review process if more information is needed to evaluate

the application according to the criteria in this chapter and in any rules adopted by the board, or if the proposed work changes. For example, additional information that may be required could include a shadow study or a traffic study when new construction is proposed.

SMC 23.66.190 - Streets and sidewalks.

- A. Review by the Preservation Board shall be required before any changes are permitted to sidewalk prism lights, sidewalk widths or street paving and curbs.

### **Pioneer Square Preservation District Rules**

#### **XIV. STREET TREES AND VEGETATION**

London Plane is the preferred street tree in Pioneer Square, and the required street planting in Occidental Mall, its future extension, and all north/south Avenues. Throughout the rest of the District's street right of ways, if physical site constraints preclude use of London Planes, a tree similar in habit and form may be substituted, subject to City Arborist approval. For individual small parks and spaces, a different, complementary tree may be proposed as a signature tree for that area. (7/99)

Median strips and permanent plant beds shall contain plants approved for urban conditions, combining evergreen shrubs with ground cover and, where appropriate, flowers. Hanging baskets with seasonal flowers are recommended. Given the maintenance required to keep plant material lush and full, temporary ground-level planters are not recommended. (7/99)

#### **XVII. SIDEWALK TREATMENT**

##### **A. Standards**

Sidewalk paving and improvements shall be completed with one pound lamp-black per cubic yard of concrete, scored at two-foot intervals. This material shall be used for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected as for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected to match adjacent sidewalks in color, pattern and texture.

MM/SC/KC/BD            4:1:0    Motion carried. Mr. Rolluda opposed.

**041818.24**

### **Waterfront Seattle**

Alaskan Way - S King Street to Columbia St

Project will develop the entire right of way of Alaskan Way with new sidewalks, roadway, planted medians, protected bike lanes, landscaping planters, rock arm

within the Washington St right of way and promenade including lighting, incorporating salvaged brick, trees, and understory planting, tree pit guards, railing and gates, benches bike racks, drinking fountains and art installations.

Rich Hartridge presented via PowerPoint (full report in DON file). He went over proposed paving and said that the east side will be standard Pioneer Square paving; west side will be concrete, aggregate, CID concrete with lampblack. He said that salvaged brick will be used in tree pit zones and will be set in mortar on concrete. He said smooth concrete paving will be inlaid in aggregate. At the step-out zone they will use a unit paver set on sand bed. He said at the intersection they will use lampblack with scoring. He said detectable warning plate will be weathered steel. He said they will be planting Tulip trees in soil cells: on the west side the cells will be underneath the cycle track; on the east side they will be under the sidewalk. He said that tree pit guards, railings, gates will be pre-weathered steel to match detectable warning plates. He said there will be a 12' wide galvanized steel frame with infill metal mesh gate to the beach. He said drinking fountain will match others in corridor. He said bike racks will be steel. Bollards will be at intersection. The Tsutekawa fountain will be restored. He said that three bus shelters will be in district; King County Metro will come back with application for design, installation.

He said that lighting for the roadway will be consistent with the rest of the corridor; in Pioneer Square tri-globes will be used. He showed placement and said that some will be reset, some replaced, and some will remain as is. He went over art by artist Buster Simpson – dolos, tetra pods, and sandbag wall out of precast concrete. He said the habitat beach is for enhancing habitat for salmon; it is on WSDOT property but partially in Washington Street right of way.

Ms. Nashem said that mast arm light fixtures are proposed. She said that bus shelters review is for siting only; King County will apply for shelter design.

Ms. Curran asked if the proposed bike racks conflict with those approved for Pioneer Square.

Mr. Hartridge clarified where they would be installed. He said at Colman Dock they will use the same as those used on the larger project; in the future, any in Pioneer Square will be the Pioneer Square standard.

Mr. Donckers asked about maintenance plans.

Steve Pearce said there is an overall strategy for the Waterfront; it will get a higher level of maintenance to maintain it in a park-like manner. DOPAR, SDOT, Friends of the Waterfront are working and planning to maintain it to high standards. He said if the LID is not approved they would explore other strategies.

Public Comment:

Ian Morrison said Urban Visions supports the entire project. They had a conversation about the bus station and suggested the team find a way to a



contextually sensitive shelter. He said to be open to dialog and to something different than the standard shelter.

Mr. Pearce concurred and said he is supportive of that. He said there are three stops; one is a morning stop and there is little need for a shelter there.

Staff report: Ms. Nashem said the original application included the location of the foundations for Metro bus shelters and free-standing signs but Metro was going to apply for the installation. However, because approving the foundations would determine where the shelters would go the Board should look at the citing of the shelters relative to buildings, and their effect on the buildings as well as pedestrian path of travel. While a sample of a shelter was shown there has not been any discussion on how the construction of the new shelters effects the buildings, no demonstration in drawings or plans. The plans show the location on the sidewalk but no building details such as entries, storefronts or architectural features are shown in the plan. She said there is no demonstration of any consideration of citing of the shelters and that she had previously requested this information at the meetings and in the application checklist. She considered their application as complete because she understood that the location of the bus shelters was to be removed from the application. However, only two of the locations of the shelters were crossed out on the drawings, she contacted the office of the Waterfront and learned that it was still their intent to get approval of the location of the shelters and free-standing signs.

ARC Report: Mr. Alsobrook reported that ARC reviewed the plans and samples provided. The applicants presented an overview of the project but focused on the following that had not previously been addressed. The plans include mast arms with traffic signal on Alaskan Way because of the multi-lane roadway, the rock arm of the habitat beach falls within the right of way of the Washington Street within the District. The presentation showed the amount of rock that will be exposed at different tides and shows that the Washington Street Board landing will maintain its historic connection to the water. They clarified locations of existing three globe fixtures that will be moved from Alaskan Way around the corner on the side street. New ones will be installed on Alaskan Way. The three globes on Columbia are proposed to be replaced.

The sidewalk will be replaced on the side streets. There are two locations; one at S King Street and one at S Washington, there are areaways. They demonstrated they intend to replace the concrete around the perimeter of the areaway as to not disturb the areaway. The areaway at S King is rated New or Significantly altered and the areaway at S Washington is rated Substantially Altered.

ARC thought that the width of the street was a reason to deviate from the standard traffic light. They thought the rock arm had minimal impact on the WA Street Board landing and appreciated that salvaging of the existing three globe light fixtures and the avoidance of impacts to areaways. ARC also thought that the salvaged brick helped compliment and tie plans into the Historic District. They thought that the

plans had addressed issues of the Board over the briefing process and that they would recommend approval to the full Board.

Board members concurred with the ARC report and indicated support.

Action: I move to recommend granting a Certificate of Approval for develop the entire right of way of Alaskan Way with new sidewalks, roadway, planted medians, protected bike lanes, landscaping planters, rock arm within the Washington St right of way and promenade including lighting, incorporating salvaged brick, trees, and understory planting, tree pit guards, railing and gates, benches bike racks, drinking fountains and art installations. The location of Metro bus stations are approved, design but design and construction are subject to Certificate of Approval review/approval; recommend safety issues in this corridor and work with property owners as discussed.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the April 18, 2018 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

#### Code Citations:

##### SMC 23.66.030 Certificates of Approval required

Certificate of approval required. No person shall alter, demolish, construct, reconstruct, restore, remodel, make any visible change to the exterior appearance of any structure, or to the public rights-of-way or other public spaces in a special review district, and no one shall remove or substantially alter any existing sign or erect or place any new sign or change the principal use of any building, or any portion of a building, structure or lot in a special review district, and no permit for such activity shall be issued unless a certificate of approval has been issued by the Department of Neighborhoods Director.

##### SMC 23.66.180 Exterior building design

To complement and enhance the historic character of the District and to retain the quality and continuity of existing buildings, the following requirements shall apply to exterior building design:

- A. Materials. Unless an alternative material is approved by the Department of Neighborhoods Director following Board review and recommendation, exterior building facades shall be brick, concrete tinted a subdued or earthen color, sandstone or similar stone facing material commonly used in the District. Aluminum, painted metal, wood and other materials may be used for signs, window and door sashes and trim, and for similar purposes when approved by the Department of Neighborhoods Director as compatible with adjacent or original uses, following Board review and recommendation.
- B. Scale. Exterior building facades shall be of a scale compatible with surrounding structures. Window proportions, floor height, cornice line, street elevations

and other elements of the building facades shall relate to the scale of the buildings in the immediate area.

#### Pioneer Square Preservation District Rules

### III. GENERAL GUIDELINES FOR REHABILITATION AND NEW CONSTRUCTION

In addition to the Pioneer Square Preservation District Ordinance and Rules, The Secretary of the Interior's Standards for Rehabilitation with Guidelines for Rehabilitating Historic Buildings, and the complete series of Historic Buildings Preservation Briefs developed by the National Park Service shall serve as guidelines for proposed exterior alterations and treatments, rehabilitation projects, and new construction. (7/99)

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. (7/99) In considering rehabilitation projects, what is critical is the stabilization of significant historical detailing, respect for the original architectural style, and compatibility of scale and materials.

New construction must be visually compatible with the predominant architectural styles, building materials and inherent historic character of the District. (7/99) Although new projects need not attempt to duplicate original facades, the design process ought to involve serious consideration of the typical historic building character and detail within the District.

- C. Building materials. The most common facing materials are brick masonry and cut or rusticated sandstone, with limited use of terra cotta and tile. Wooden window sash, ornamental sheet metal, carved stone and wooden or cast iron storefronts are also typically used throughout the District. Synthetic stucco siding materials are generally not permitted. (7/99)
- D. Color. Building facades are primarily composed of varied tones of red brick masonry or gray sandstone. Unfinished brick, stone, or concrete masonry unit surfaces may not be painted. Painted color is typically applied to wooden window sash, sheet metal ornament and wooden or cast-iron storefronts. Paint colors shall be appropriate to ensure compatibility within the District. (7/99)
- H. Curbs. Where granite curbing presently exists, it will be the required replacement material. In other instances, the same concrete and lampblack mixture used for the sidewalk will be used.

### XI. STREET FURNITURE

The cast iron and wood benches located in Pioneer Place Park and Occidental Park are the standard for the District. Approval to install benches will be determined by need and availability. 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, and vending carts which are both permanent and mobile. Pay phones, mail boxes, trash receptacles, and newspaper stands shall be located 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, 7/03)

#### XIV. STREET TREES AND VEGETATION

London Plane is the preferred street tree in Pioneer Square, and the required street planting in Occidental Mall, its future extension, and all north/south Avenues. Throughout the rest of the District's street right of ways, if physical site constraints preclude use of London Planes, a tree similar in habit and form may be substituted, subject to City Arborist approval. For individual small parks and spaces, a different, complementary tree may be proposed as a signature tree for that area. (7/99)

Median strips and permanent plant beds shall contain plants approved for urban conditions, combining evergreen shrubs with ground cover and, where appropriate, flowers. Hanging baskets with seasonal flowers are recommended. Given the maintenance required to keep plant material lush and full, temporary ground-level planters are not recommended. (7/99)

#### XV. STREET LIGHTING

The three-globe Chief Seattle bronze base light fixture currently used in the District will be the approved street lighting standard. Additional alternative lighting standards and fixtures that are compatible with the historic character of the District may be approved by the Board for installation in conjunction with three-globe fixtures as needed to improve pedestrian-level lighting and public safety. (7/03)

#### XVI. SIGNAL STANDARDS

The traffic signal standard shown in Attachment B is recommended as the standard throughout the District. No mast arms or span wires will be approved.

Secretary of the Interior's Standards for Rehabilitation

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired

MM/SC/BD/KC            5:0:0    Motion carried.

**041818.3        BOARD BUSINESS**

**041818.5        REPORT OF THE CHAIR:** Dean Kralios, Chair

**041818.6        STAFF REPORT:** Genna Nashem

Genna Nashem  
Pioneer Square Preservation Board Coordinator  
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