



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 40/24

**MINUTES** for Wednesday, February 7, 2024

### **Board Members**

Maureen Elenga  
Tyler Hall  
Sage Kim  
Karl Mueller  
Lindsay Pflugrath  
Steven Sparks  
Henry Watson

### **Staff**

Genna Nashem  
Melinda Bloom

### **Absent**

Kianoush Curran  
Jose Lorenzo-Torres

Chair Maureen Elenga called the meeting to order at 9:02 a.m.

#### **020724.1      Roll Call**

#### **020724.2      Public Comment**

Ms. Nashem forwarded two letters of public comment to the board.  
No one else was signed up for public comment.

#### **020724.3      Meeting Minutes**

December 6, 2023  
MM/SC/LP/KM  
6:0:0  
Minutes approved.

December 20, 2023  
MM/SC/LP/SK  
6:0:0  
Minutes approved.

#### **020724.4      Certificates of Approval**

020724.41

**3<sup>rd</sup> Ave S and Yesler Way safety improvements**

106 3<sup>rd</sup> Ave S

Applicants: Matthew Howard, Ian Macek2, and Laurentiu Dusciuc from SDOT

Proposed: widen sidewalks, new curb bulbs, expand tree pit, add trees, straighten bike and pedestrian crossings, install bike signals, install new pedestrian light fixture, install wayfinding sign

The ARC reviewed the project on Jan 31, 2024. The Board previously saw a briefing on the project on September 20, 2023. The applicant went over the details of the changes to the intersection. The installations complied with the district regulations and were consistent with other similar installations in the district. ARC recommended approval. The applicant provided an overview of the project (presentation materials in DON file). He said the project is part of a larger vision to make the transit corridor, pedestrian and bicycle use friendlier. He explained a planned art element would be presented as a separate project.

The applicant indicated where and how sidewalk changes would be made and where the slip lane would be removed, where crossings would be aligned and shortened. He said a concrete bike buffer and cast-iron detectable plate at ramps would be added. He said there are no granite curbs in the project area. He said there would be no impact to Prefontaine Fountain or brick sidewalk. Existing street light poles will remain, and one light pole will be added. He said existing street name inlays would be located to new sidewalk curb line and a new wayfinding sign will be added. He said the existing trees will remain and new trees added, and the tree pits filled with flexible porous surface treatment (FPST) in the preferred district color, Chestnut.

Mr. Mueller asked if there would be a change in traffic flow.

Mr. Dusciuc said there would be no change to lane configuration.

Action: I move to recommend granting a Certificate of Approval for 3<sup>rd</sup> and Yesler safety improvements including widen sidewalks, new curb bulbs, expand tree pit, add trees, straighten bike and ped crossings, install bike signals, install new pedestrian light fixture, and install wayfinding sign

All per the applicant's submittal.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 7, 2024, public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

**Seattle Municipal Code**

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.

#### 23.66.100 Creation of district, legislative findings and purpose

To preserve, protect, and enhance the historic character of the Pioneer Square area and the buildings therein; to return unproductive structures to useful purposes; to attract visitors to the City; to avoid a proliferation of vehicular parking and vehicular-oriented uses; to provide regulations for existing on-street and off-street parking; to stabilize existing housing, and encourage a variety of new and rehabilitated housing types for all income groups; to encourage the use of transportation modes other than the private automobile; to protect existing commercial vehicle access; to improve visual and urban relationships between existing and future buildings and structures, parking spaces and public improvements within the area; and to encourage pedestrian uses, there is established as a special review district, the Pioneer Square Preservation District.

### **Rules for the Pioneer Square Preservation District**

#### 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.

#### 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)

#### 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.

#### 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)

#### XX. RULES FOR TRANSPARENCY, SIGNS, AWNINGS AND CANOPIES

The Pioneer Square Preservation Ordinance reflects a policy to focus on structures, individually and collectively, so that they can be seen and appreciated. Sign proliferation or inconsistent paint colors, for example, are incompatible with this focus, and are expressly to be avoided. (8/93)

A. Transparency Regulations

1. To provide street level interest that enhances the pedestrian environment and promotes public safety, street level uses shall have highly visible linkages with the street. Windows at street level shall permit visibility into the business, and visibility shall not be obscured by tinting, frosting, etching, window coverings including but not limited to window film, draperies, shades, or screens, extensive signage, or other means. (8/93, 7/99, 7/03)

**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.
10. New additions and adjacent or related new construction will 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/KM/SK

6:0:0

Motion carried.

Mr. Sparks joined the meeting.

**020724.42**

**3<sup>rd</sup> and Main Bus stop improvements**

220 3<sup>rd</sup> Ave S

Applicant: SDOT, Janit Loriz, Mathew Howard, King County Metro, Ian Kowalski

Proposed: Widen sidewalks, add pedestrian lighting, new trees, bus shelter, new pavement, future artwork

Ms. Elenga recused herself. Mr. Mueller took over as Chair.

The Architectural Review Committee (ARC) reviewed the application on Feb 1, 2024. The Board previously saw a briefing on the project on Sept 20, 2023. The granite

curb is proposed to remain where the sidewalk above the areaway is proposed to be left intact. The remainder of the sidewalk walk is proposed to be replaced; the full width and the granite curb is proposed to be removed. In other locations in the district where the sidewalk was widened the granite curb was left in its existing location. ARC asked if the railing could be powder coated/painted instead of galvanized which would be consistent with other railings in the District.

Public comment objecting to the project was received prior to the ARC meeting. The ARC asked the applicant to address the comments. The applicant noted that they have done outreach and are aware of the concerns. The applicant confirmed that there would be two lanes of travel, but one lane would be heavily used by buses. They noted that the traffic flow is southbound only. They confirmed there is not a loss in number of parking spots but noted that they have asked the public spaces management division of SDOT to help resolve the existing issue of parking availability with the parking spots heavily occupied by the Fire Department offices which are located there too. The applicants said that they looked at alternatives such as angle parking but that there was not enough room to widen the sidewalk. The applicant said they thought the improvements in this location would be a visual improvement, show that the area was cared for, improve lighting and therefore improve safety. The applicant also said they were planning a walk through with neighbors and the SDOT managers and director.

The ARC appreciated the improvements to the area and looked forward to the art proposal for the area at a later date. ARC asked the applicant for additional information on the railing and the bus shelters and any other updates. The applicant will update the application submittal prior to the Board meeting of Feb 7.

Presentation materials available in DON file.

Two letters of public comment objecting to the project were forwarded to the Board.

The applicants provided an overview of the project and explained what concerns were being addressed. He said this project is part of a larger vision to enhance safety and security for pedestrians, bicyclists, and vehicles.

The applicants explained the project was at 100% design. She said the project would widen sidewalks, add pedestrian lighting, improve drainage, plant new trees, and rechanneling of street, bus stop improvements include shelters, seating, real-time arrival info, and ORCA card reader and new concrete pavement between S. Yesler Street and S. Washington Street. The applicants said parking would be maintained and circulation between Main and Washington streets would be southbound only. She noted district historic elements and said the project would follow District Rules. The applicant said there is no impact to existing areaway and granite curb will remain in place where feasible; one pound lamp-black per cubic yard of concrete, scored at 2' intervals; cast-iron detectable warning plate would be used. She said that the handrails would be painted 'Seattle Railroad Green' to match the light poles. She explained sidewalk width requirements and the extent of new paving.

She said two new streetlights would be added and the bus shelters would be lit. She said SPU coordinated their sewer repair project with this one.

Ian Kowalski said existing bus stop elements would be replaced by two new large bus shelters with seating and rail. He said there would be minimal Rapid Ride branding elements until that service begins in 2030. Shelter placement allows for pedestrian use of sidewalk. Real-time arrival info, ORCA card reader, route sign and waste receptacle are included. Art by Preston Singletary and David Franklin will be presented separately.

The applicant said construction is proposed to run June 2024 – December 2024.

Mr. Mueller noted two public comment letters in opposition to the project. He asked about community outreach and why the design is not aligned with business owner concerns.

The applicant said they heard comments at pre-construction meeting and are working with Seattle Fire Department (SFD) to make parking spaces available. He said they hear the concerns and will work more in tandem with community members focused on impacts during construction.

Mr. Mueller asked how community members' issues with design were responded to. He asked if they are just told what the design is.

The applicant said they had met with gallery owners and heard concerns about parking. She said the project maintains the parking and loading zone. She said angle-in parking was evaluated; only one or two extra spaces would be realized but it didn't allow sidewalk widening. She said gallery concerns revolve around past projects. She said they are asking that sidewalks not be widened, and that two-way traffic be retained. She said the concerns were heard but the design could not be changed and still be in line with city goals and the galleries were told that. She said just one extra turn is added to access parking. She hoped people would use transit.

Mr. Mueller commented that the street was not designed for buses but the city is making it so. He said that although there was a process for community input he was not convinced that it would allow their businesses to survive. He said area culture was not respected and noted negative impacts to galleries and residents from noise and light pollution. He cited SMC 23.66.100 and the NE Pioner Square Framework Plan from 2022. He said parking and bi-directional traffic flow is needed to stabilize uses. He cited SMC 23.66.100. He said parking is needed to stabilize uses.

Ms. Pflugrath appreciated Mr. Mueller's comments but said it isn't the board's role to influence transit routes. noted the existing detrimental appearance of the area. She said parking and loading are preserved and the proposed improvements are important for the neighborhood.

Ms. Loriz said there is no parking loss or change to loading zone indicated on graphic. She said there would not be an increase in the number of buses coming down 3<sup>rd</sup>.

Mr. Kowalski said the hope is that improvements would move buses through the area quicker.

Mr. Hall said he appreciated Mr. Mueller's comments but that he leaned toward Ms. Pflugrath's perspective. He said the guidelines include elements to ensure stability of business owners' parking and loading. He said SFD is using more of that parking and the issue can be resolved and not related to this project.

Ms. Loriz said the curb space management group is drafting a letter to SFD to remind it to be good neighbors and keep to their specified parking spots.

Mr. Hall said buses would move more quickly. He said the new orientation to access parking is not onerous. He said there might be certain conflicts that will be irreconcilable. He said the design is not in direct opposition to the guidelines, Code or District standards. He said he considered the concerns and said he couldn't point to any aspect of the project to which he would have issue.

Mr. Sparks asked about parking impacts to the Union Gospel Mission.

Ms. Loriz said the handrail is only at edge of the lot to the east there will be no changes to access to the lot from 2<sup>nd</sup> Avenue.

Action: I move to recommend granting a Certificate of Approval for 3<sup>rd</sup> and Main bus stop safety improvements including widen sidewalks, add pedestrian lighting, new trees, bus shelter, and new pavement. All per the applicant's submittal. Any granite curb removed is to be salvaged and stored for repairs to other locations in Pioneer Square.

Code Citations:

**Seattle Municipal Code**

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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.



## Rules for the Pioneer Square Preservation District

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

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C. Street Paving. Streets within the District are to be paved according to standard Engineering Department practices with a weaving coat of asphalt concrete.

D. 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.

### 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)

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### XVII. SIDEWALK TREATMENT

#### A. Standards

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### XIX. 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)

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

3. 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.

6. 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.

10. New additions and adjacent or related new construction will 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/LP/TH

5:1:1

Motion carried.

Mr. Mueller opposed saying the project was not aligned with community and added to traffic proliferation. Ms. Elenga recused herself.

Mr. Mueller commended SDOT on the improvements but scolded SDOT for allowing 3<sup>rd</sup> Avenue to become so busy and fall into disrepair.

**020724.43**

### **Waterfront**

### **Railroad Plaza/Stadium Plaza/South Plaza, Alaskan Way**

### **Proposed waste cans**

Ms. Elenga resumed duties of the Chair.

The proposal is for waste cans along the waterfront including the Railroad Way Plaza (also called the South Plaza and the Stadium Plaza though not to be confused with the Stadium Plaza at the stadium). The Board discussed the recent approval of historic photos on cans in the district and Waterfronts preference to have the garbage cans consistent along the waterfront to contribute to the waterfront identify and help identify that the park rules apply and who is responsible for their maintenance. The applicant verified it would be possible to use the historic photos in the wrap and most members saw the benefit of either choice and would approve either option.

Owen Harrang provided context of the site and said it is part of a larger project and only a portion is in Pioneer Square Historic District. He explained that trash and recycle bins would be added to accommodate demand. He said that while there are historic photos on bins within the district, Seattle Center logo on the wraps would be used instead. He said the branding would be the same throughout the Waterfront and would remind visitors that they are in a park where park rules apply. He said in case of damage or vandalism, replacement bins could be easily sourced from another park. He said the bins would be bolted together which reduces the likelihood of bins being overturned and allows them to be moved by park staff as needed. Proposed locations are indicated on rendering with onsite adjustment as needed.

Ms. Elenga said the questions she had at ARC were answered. She asked if Molly Moon would compost.

Mr. Harrang said Molly Moon will do their own composting and provide their own bins. He said additional bins can be provided if needed.

Mr. Muller said it is a large sidewalk there but noted Molly Moon's queue line could cause a bottle neck with bins.

Mr. Harrang said it is a 20' sidewalk and he didn't think there would be a bottleneck. He said if space is constrained, they can adjust placement of bins.

Action: I move to recommend granting a Certificate of Approval All per the applicant's submittal. The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 7, 2024 public meeting and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

**Seattle Municipal Code**

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shall be issued unless a certificate of approval has been issued by the Department of Neighborhoods Director.

### **Rules for the Pioneer Square Preservation District**

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

##### **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, mailboxes, 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)

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

10. New additions and adjacent or related new construction will be taken 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/KM/LP

7:0:0

Motion carried.

**020724.5 Board Business**

**020724.6 Report of the Chair**

**020724.7 Staff Report: Genna Nashem**

Ms. Nashem reported on administrative approvals.