



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 27/24

ARC/Staff Report

for ARC meeting January 31, 2024

Board Members Please Note: The citations from the District Ordinance, Rules for the Pioneer Square Preservation District, and Secretary of the Interior’s Standards listed below are for your consideration in addition to any other citations you find relevant in considering each application.

013124.41	<p>3rd and Main Bus stop improvements</p> <p>220 3rd Ave S</p> <p>Proposed widen sidewalks, add pedestrian lighting, new trees, bus shelter, new pavement, future artwork</p>
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ARC/ Staff report:

The Board last saw a briefing on the project on Sept 20, 2023. This is an ARC review of the final application prior to the Board decision.

The existing historic street light fixture with a bronze base is proposed to be removed and two new Pioneer Square standard three globe light fixtures with bronze bases to be added.

There are areaways on both sides of 3rd Ave. A substantially intact areaway runs the first property nearest Washinton Street. Areaway boundaries are noted on the plans. Granite curbs are proposed to be removed. In other locations where the sidewalk was widened the granite curb was left in its existing location.

A railing is proposed of galvanized pipe, the Board should consider if the design and material is compatible with the historic district. Though there are not standards in the guidelines, there are examples of historic railings in the district for comparison and inspiration such as the gothic arch railing a half- block east on S Main St. The most recent approval of a new railing is at the Fire Department Headquarters building at 301 2nd Ave S. which was designed to be differentiated but compatible with a historic railing on the Main Street side. There is an example of one pipe rail that was installed without approval so it should not be considered a precedent. Generally existing railings are black, many with a vertical as well as horizontal element and decorative in design.

The last briefing there was reference to there being three potential styles of bus shelters including the one that was amended to be more compatible with the historic district along Alaskan Way.

**Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods**

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What is proposed here is not the same as what was proposed there. In the past the Board has tried to recognize the value of having a recognizable transportation system but also compatibility with the character of the district. I recall discussion in the last briefing about lighting of the bus shelter however the proposed shelter drawings do not include any proposed lighting.

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.

23.66.190 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

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.

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.

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. On small projects, if it is feasible, sidewalk material may be selected to match adjacent sidewalks in color, pattern and texture.

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)

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.

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Genna Nashem
Pioneer Square Preservation Board Coordinator