



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 333/17

**MINUTES** for Wednesday October 18, 2017

### **Board Members**

Adam Alsobrook  
Brendan Donckers  
Kianoush Nafficy Curran  
Carol O'Donnell  
Alex Rolluda

### **Staff**

Genna Nashem  
Melinda Bloom

### **Absent**

Ryan Hester  
Dean Kralios, Acting Chair

Alex Rolluda called the meeting to order at 9:00 a.m.

**101817.1**      **APPROVAL OF MINUTES:**  
August 16, 2017  
MM/SC/CO/BD                      3:0:2    Minutes approved.

**101817.2**      **APPLICATIONS FOR CERTIFICATES OF APPROVAL**

**101817.21**      **Grevstad Interior Design**  
312 Occidental Ave S

Tabled.

**101817.22**      **Hawk Tower**  
255 S King St

Installation of wall signage

ARC report: ARC reviewed the plans and renderings provided including some renderings with the sign in context with the King Street Station Tower. All ARC members supported the change of color to green for the E above the door on the north façade. The rest of the discussion was concerning the Embassy Suites wall sign, and the Avalara wall sign. The applicant said the letter size for the Embassy suites sign is 32 inches and the letter sign for the Avalara sign is 6 feet, 7 feet including the white trim halo. Both signs are just under 240 square feet each. She said that they moved the sign down to the lower location on the building.

Mr. Hester said that he supports the size of the sign and the attachment of the sign but is not sure about the color and graphics of the sign and the character concerns for impact on the district. He thinks that the brand distracts from the King Street station thought it especially would when lit. Mr. Chang, architect said he thought it the clock tower would be a brighter light but they would look into it. Mr. Hester asked what the K of the lighting was.

Mr. Kralios noted that he appreciated the reduction in signage since it was first proposed. He said he appreciated the relocation of the proposed Avalara sign. He did not think that it was common for a building to be branded with a business sign. He asked if the lighting of the Embassy Suites sign could be dimmed if it was installed and determined that the lighting was too bright and distracted from the King Street Station. He thought that the renderings provided some clarification regarding whether the sign would distract from the tower during the day. He thought it was minimal from what is provided but thought from other viewpoints it might be more than minimal. He thought he would support the hotel sign as wayfinding but he was less likely to support it for the Avalara sign because he didn't think there was a need but instead that it was a branding opportunity.

Ms. Caudel noted there were others such as the Capital One. The Board noted that they were oriented to the south away from the District.

Mr. Chang noted historic buildings such as the Alaska building have building name signs painted on them. He doesn't think that the rule that there should be no upper level signs is historically based.

Mr. Kralios acknowledged but noted there are ghost signs and new upper level sign could detract from them.

Mr. Rolluda asked where the Avalara employees entered the building. The applicant clarified that it would be from either side of the atrium or the garage.

Ms. O'Donnell said that she appreciated the work they have done to make their case but she still doesn't think that upper level signs contribute to the character of the District, they are not pedestrian-oriented and the Guidelines for the North Lot say to keep in mind King Street Station and she feels the proposal doesn't comply.

Mr. Alsobrook, said that he was thinking about this in terms of decades and not just this project. He asked about what the height limit is to the south when something is built there. He asked if they could provide a night time rendering.

Mr. Hester said that renderings are only as good as the quality of the rendering. Board members agreed but said they would like a rendering and will keep that in mind.

Staff asked members to discuss the color of the Avalara sign at the Board meeting being that was discussed in the previous denial.

ARC made no recommendation on the wall signs but recommended approval of the color change to green for the E log above the door.

#### Public Comment:

Mark Astor, Pioneer Square building owner said that the previous application had a resounding denial and that the proposal is still not appropriate for the character for the District. While there have been exceptions to upper level signage, such signage is generally not allowed. He encouraged the Board not to relax that standard. He could understand the upper level signage for the hotel but not the office.

Staff Report: A denial PSB27917 for an application for upper level wall signs was issued Sept 28, 2017 following the Board's recommendation for denial of these items. Other street level signage was approved in PSB27817. The Board previously approved an entry sign with Avalara Hawk Tower (in 16 letters, each larger than 10 inches) at the west entrance to the building. The applicant has submitted a new application for the upper level signage that is for consideration today. The application has one difference in that the proposed Avalara sign is proposed at a lower position.

Whether the Board approves or denies the wall signs it will be important to have a thorough discussion. An approval should state thing like why the exception for upper level signs is being made, that might include if it is because there are existing ghost building name signs such as the Alaska Building that show there was upper level signage originally or because there was a sign plan; how are the signs compatible with the District and with building in size, color,

graphics, placement etc. Is the size compatible because of the scale of the building or would you allow this size on a smaller building, say a building 100-foot tall and a quarter block? Is the approval granted because of the context of the site, is the location of the sign now more compatible with the building architecture? If the signs are denied, are the previous reasons still relevant: signs are not pedestrian-oriented because of the placement near the top of the 240 foot tall building and size of the signs, signs as proposed would be in the view corridor of the King Street Station from all directions and would distract from the character of the King Street Station, The Pioneer Square Preservation Ordinance reflects a policy to “focus on structures, individually and collectively, so that they can be seen and appreciated” in that they create visual blight and do not enhance but rather distract from views and sight lines into and down streets, including views of the District and especially prominent buildings such as King Street Station and Smith Tower, if the signs because of their size and the because of the color of the Avalara sign which is red and not consistent with the more subdued colors of the other signs is not compliance with SMC23.66.160 C.1. g, the building was already taller than other buildings in the District and visible from a distance and that there was already an oversized sign approved at the main entrance naming the building Avalara Hawk Tower, that the Avalara wall sign did not have a function that was not met by the previously approved sign located at the pedestrian level above the entrance. The Board should state any other reasons for the denial.

The Board asked the zoning height limit for the lot behind the building. Staff said the zoning for the remainder of the north lot is PSM 85-120. Potentially they could also do a “planned development” and achieve the 240-foot zoning. The applicant is applying for the sign at their own risk and she didn’t think the Board would be under any obligation to approve a lower height building so that the sign is visible. In the underlying code there is also a requirement that lighted signs cannot be within 50 feet from residential buildings. If the Board chose to approve the sign, they may choose to include that any lighting is conditioned that the sign lighting is removed if there is residential development built on the south half of the north lot adjacent to the property being the goal of the district is to encourage residential development and the lighted sign could discourage residential development.

The underlying code exempts Pioneer Square from the following, allowing for the Board to decide what is appropriate for Pioneer Square. However, the proposed business sign would not be allowed in other parts of downtown.

**23.55.028 F.** *No portion of any on-premises or off-premises sign shall be located more than sixty-five (65) feet above the elevation of the sidewalk at the street property line closest to the sign, other than for on-premises signs that only identify hotels and public buildings and*

*where such a sign shall have no rotating or moving parts and shall meet the other requirements of this section.*

Being the applicant keeps phrasing that 240 Square feet are allowed. I want to make sure that the Board understands that the code says that the sign shall not exceed 240 square feet and that the Board and the Director determine the appropriate size of the sign.

2. Wall signs painted on or affixed to a building **shall not exceed** ten percent of the total area of the façade or **240 square feet**, whichever is less.

4. **When determining the appropriate size** of a sign the Board and the Director of Neighborhoods shall also consider the function of the sign and the character and scale of buildings in the immediate vicinity, the character and scale of the building for which the sign is proposed, the proposed location of the sign on the building's exterior, and the total number and size of signs proposed or existing on the building.

The Board may want to consider letter size and square footage of other large signs previously approved. In summary, the large signs approved have had letters sized 1.5 feet to 3 feet. The largest square footage of the previously approved signs is 61 square feet compared to the 238.78 square feet proposed for the Avalara sign or the 201 square feet for the Embassy Suits sign. However, the Avalara Hawk Tower building is larger than most other buildings in the District at 240 feet. To date, no applicant has proposed a sign near the maximum size before. Courtyard Marriott, EMC and Capital One signs were all reviewed as building name signage that also happen to be the major tenant.

The Courtyard Marriott/Alaska Building:

2 wall signs on a mechanical screen integrated into the wall of the rear addition and is lower than the roof of the existing building. Reviewing plans, it appears that the upper roof is the roof of the elevator penthouse. Minutes do not reflect any consideration of this as a roof sign.

Letter height - 30 inches (2'6")

Square footage - 30 square feet

Building height – 170 ft

Other considerations for the sign: sign was required to be reduced to be smaller than the historic ghost sign Alaska Building.

North lot west block:

3 pedestrian level signs, no upper level signs

Letters height - NOLO are 24 inches, the "l" is 36 inches. Wave and Stadium Place were all similar.

Compliant tenant signs.

Dell EMC:

One wall sign

Letters height - 2 feet

Square footage – 26 square feet

Building height: appr 85 feet

Other consideration for this sign:

There was an oversized sign above the door but it was revised in a recent application. The sign was originally approved as Dell and then changed with the name change to Dell EMC. The original sign was a stainless-steel sign and was proposed in a solid grey color so as to not detract from the Triangle building below. The new sign was originally proposed to be blue and grey (the business colors) and per the Board's request was amended to be just grey so as to not detract from the Triangle building.

The building also has an oversized sign with letters 2 feet 6 inches for the parking garage located off of Railroad way. The Board considered the location of the parking entrance and the outlook for years of construction in the area.

Capital One:

Letters height - 1.5 feet

Square footage - 61 square feet

Building height- 99 feet

Other considerations for this sign: This was originally approved as ING Direct logo and later approved to switch the sign to reflect the new name of the company as Capital One with the swoosh logo. During that review, they showed that historically Seattle Hardware had a neon roof sign so there was historically a neon sign on the building. Roof signs are prohibited so it was proposed for the parapet location. The sign package was greatly reduced before it was approved.

Applicant Comment:

Don Ayers, American Life, noted the investment made into the community and said they need signage for competitive ability and wayfinding. He said it is on the edge of Pioneer Square in the Stadium District. He said that Avalara has naming rights to the building and it is very important. He said most guests will come on light rail and signage is needed.

Jen Caudel presented via PowerPoint (full report in DON file) and explained the request for three signs: building name, hotel, and entrance sign color change. She went over 23.66.160, District Rules and North Lot District Guidelines and

said upper level signage is not prohibited. She noted precedence of historic district building signage on Olympic Hotel, Hotel Seattle, and commercial signage on the buildings themselves. She said the Pioneer Square Board has allowed upper level commercial and hotel signage and cited EMC<sup>2</sup>, Courtyard Marriott, Capital One. She said this is a transitional project that speaks to a broader audience. She said signage is needed for those coming from the east and south. She said business is competitive and wayfinding signage is needed.

She said the Avalara sign is proposed to go on the edge of the 16<sup>th</sup> floor on the south façade to address stadium, transit and freeway. She said the sign is appropriate for the scale of the overall building. She said the hotel sign is proposed for high on the east façade and noted upper level signage on the Courtyard Marriott and Sheraton Westin. She noted board comments at an earlier meeting about impacts to King Street Station. She said there are 10 elements in the North Lot Design Guidelines and said it is a challenge to address 10 elements; only one is related to King Street Station. She provided photos and said the signage is not visible from the north. She showed multiple views of the signage as it relates to the King Street Station. She said all other signage is at street level. She said the majority of visitors will be a whole story above at 4<sup>th</sup> Avenue so pedestrian-oriented signage is not visible to them; higher signage will serve that purpose. She showed schematic renderings from various nighttime viewpoints. She said the hotel sign is halo lit and provides a soft glow at night. She said the E at the King Street entrance was silver and now they propose it to be Embassy Green.

Arthur Chang said that upper level signage is not prohibited and the signage proposed is appropriate for Pioneer Square. He said this is a transition project and is not in the heart of Pioneer Square. He said there are exceptions in the Code for the North Lot; it is called out as a transition zone.

Ms. O'Donnell asked the total number of signs.

Ms. Caudel said there are 10.

Mr. Donckers asked if this is part of the integrated signage package already approved for the building and if the applicant can continue to add to the package or if there is any limit.

Ms. Nashem said that it is possible that an applicant can re-apply after they have received their approval / denial letter. She said Board will have to make decision about over-proliferation.

Mr. Donckers asked if it is the Board's decision when they have enough signage.

Ms. Nashem said yes, when it is over proliferation.

Mr. Rolluda asked if the proposed Avalara sign will be lit.

Ms. Caudel said it will be.

Mr. Alsobrook asked if hotel is considered residential.

Ms. Nashem said if referring to the previous mention code about signage not shining into residential building the proposed 'Avalara' sign would not shine on the hotel; in Code hotels only get allowance to have upper level signage but Pioneer Square is exempt from that.

Public Comment:

Mark Astor said that when he was on the board he believed they closed the book on upper floor signage yet it keeps coming back. He questioned what will stop future requests for more signage. He said that there have been regrettable decisions made in the past that were incorrect allowing upper level signage. He said this location is special and different. There is great latitude for future construction to develop but still it must be in character with the district. He said the view corridor to Smith Tower and being next to King Street Station must be considered. He said this is a blatant advertising attempt. Pioneer Square Rules trump those concerns.

Greg Steinhauer said he disagreed about the package. He said this is the 28<sup>th</sup> time before the review board; it is a large, complicated project. He said they have brought things in chunks for proper discussion. He said to characterize this as ongoing application is incorrect. He said he didn't want to be sanctimonious, but the building is in the parking lot of Century Link Field. He said they have spent an abundant amount of money to try to blend in with Pioneer Square. He said they wrapped entry at ground level in stone to represent era and added a concrete façade to play off Smith Tower. He said they have been respectful of the site and what they have done is tasteful and appropriate.

Board Discussion:

Mr. Rolluda read written comments provided by absent board members Dean Kralios and Ryan Hester.

Ms. O'Donnell said eight signs comprise the full sign package. She said the new signs approved are not allowed unless there is a compelling exception; the board has already approved an exception for Avalara Hawk. She said the signs are not



in scale of the district and detract from the character of the neighborhood. She said they impact Smith Tower and King Street Station, which the Guidelines state to keep in mind. She said the proposed signs are not pedestrian. The Avalara sign has no function but to advertise; the color is not compatible. She said the Guidelines focus on structure individually and collectively; the signs detract from the district and are visual blight.

Mr. Donckers said he previously asked if the applicants wanted to proceed as a sign package and they said yes and the Board made a recommendation for approval that did not include the upper level wall signs. He said that procedurally the upper two are not part of the sign package. He agreed with his colleagues' comments. He cited 23.66.160 B and said this is a distracting blight next to King Street Station. He said the North Lot regulations have ten provisions which are a challenge in toto. He cited clause 2 and said this building is next to King Street Station which is a challenging location; King Street Station is a historic gem for Pioneer Square and the signage response to that is not appropriate. He said he didn't support the two upper level signs. He said the neighborhood welcomes the development but it must be palatable and consistent with the Code and Rules.

Mr. Alsobrook said Seattle is not identified as having signage at top of buildings and noted the lack in the skyline of lighted signage. He said the architecture itself is the sign of the building; it is distinctive just like the buildings to the east – King Street Station, and to the west, NOLO. He noted cases where building names change and supported taking a long approach. He said the way pedestrians navigate has changed; people are more dependent on digital wayfinding and use phones for directions. He said the hotel sends map with reservation and the signage doesn't say "hotel" and not everyone knows what "suites" means. He said he struggled with the prominence of the Avalara sign and how much it would show up in background shots of the District. He noted the bold sign design and color.

Ms. Curran said Mr. Alsobrook articulated her thoughts. She said the developer mentioned that the North Lot is a transitional area and should be allowed greater latitude but she said because of the height of the building and prominent placement, the signs would be very visible. The design and color do not conform to the District. She said the upper level placement is problematic and unnecessary; people rely on digital wayfinding more than signage. She said the nature of wayfinding has changed and lower level signage will guide people as necessary without the need for upper level signage. She said the signage is a benefit only for the business.

Mr. Rolluda appreciated that Ms. Caudel brought photos. He said he supports the color change of the E. He agreed with his colleagues and said the Avalara sign

is not compatible with the character of the District. He said this is a gateway to Pioneer Square and Avalara sign does distract from Pioneer Square. He appreciated that it was lowered but even if lighting is dimmed or removed he wouldn't support the signage. He would not have voted for the other signs that Mr. Astor mentioned. He said it is a hotel and they need signage; he said he could support the dimmable hotel sign. He did not support the Avalara sign. He supported logo color change at the east entry but not the upper level signage.

Action: I move to recommend granting a Certificate of Approval for change of color on the previously approved (PSB 27817) E logo to green as presented.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the June 7, 2017 public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

#### Code citations

SMC 23.66.030 Certificates of Approval required

SMC 23.66.160 Signs

C. In determining the appropriateness of signs, including flags and banners used as signs as defined in Section 23.84A.036, the Preservation Board shall consider the following:

1. Signs Attached or Applied to Structures a- g

4. When determining the appropriate size of a sign the Board and the Director of Neighborhoods shall also consider the function of the sign and the character and scale of buildings in the immediate vicinity, the character and scale of the building for which the sign is proposed, the proposed location of the sign on the building's exterior, and the total number and size of signs proposed or existing on the building.

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

XX. RULES FOR TRANSPARENCY, SIGNS, AWNINGS AND CANOPIES

B. General Signage Regulations

C. Specific Signage Regulations

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the June 7, 2017 public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

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

Mr. Alsobrook asked if Mr. Donckers' question was answered.

Mr. Donckers said the motion should include a clause that the signage package approved in August 2016 was the integrated sign package.

Mr. Chang said the applicants needs to be part of the sign package.

Mr. Donckers said the Board asked the applicant at that previous meeting if they wanted to move forward before the motion was made.

Mr. Chang said they may not have understood the implication. He said it is a difficult process to know when it is the end.

Action: I move to recommend denial of a Certificate of Approval for installation of wall signs. Reasons specified included:

- Signs are not pedestrian oriented because of the placement near the top of the 240 foot tall building and size of the signs,
- Signs as proposed would be in the view corridor of the King Street Station from all directions and would distract from the character of the King Street Station,
- The Pioneer Square Preservation Ordinance reflects a policy to focus on structures, individually and collectively, so that they can be seen and appreciated,"
- They create visual blight and do not enhance but rather distract from views and sight lines into and down streets, including views of the District and especially prominent buildings such as King Street Station and Smith Tower,
- The signs because of their size and the because of the color of the Avalara sign which is red and not consistent with the more subdued colors of the other signs is not compliance with SMC23.66.160 C.1. g
- The building was already taller than other buildings in the District and visible from a distance,
- There was already an oversized sign approved at the main entrance naming the building Avalara Hawk Tower,
- The Avalara wall sign did not have a function that was not met by the previously approved sign located at the pedestrian level above the entrance.
- Based on discussion at the August 2017 meeting as referenced in the record the Board gave the applicant the opportunity to proceed with sign package or come back; applicant chose former. He said the integrated sign package was approved at that time; upper level sign was not part of that approval.

Code citations

SMC 23.66.030 Certificates of Approval required

SMC 23.66.160 Signs

B. To ensure that flags, banners and signs are of a scale, color, shape and type compatible with the Pioneer Square Preservation District objectives stated in Section 23.66.100 and with the character of the District and the buildings in the District, to reduce driver distraction and visual blight, to ensure that the messages of signs are not lost through undue proliferation, and to enhance views and sight lines into and down streets, the overall design of a sign, flag, or banner, including size, shape, typeface, texture, method of attachment, color, graphics and lighting, and the number and location of signs, flags, and banners, shall be reviewed by the Board and are regulated as set out in this Section 23.66.160. Building owners are encouraged to develop an overall signage plan for their buildings.

C. In determining the appropriateness of signs, including flags and banners used as signs as defined in Section 23.84A.036, the Preservation Board shall consider the following:

1. Signs Attached or Applied to Structures.

- a. The relationship of the shape of the proposed sign to the architecture of the building and with the shape of other approved signs located on the building or in proximity to the proposed sign;
- b. The relationship of the texture of the proposed sign to the building for which it is proposed, and with other approved signs located on the building or in proximity to the proposed sign;
- c. The possibility of physical damage to the structure and the degree to which the method of attachment would conceal or disfigure desirable architectural features or details of the structure (the method of attachment shall be approved by the Director);
- d. The relationship of the proposed colors and graphics with the colors of the building and with other approved signs on the building or in proximity to the proposed sign;
- e. The relationship of the proposed sign with existing lights and lighting standards, and with the architectural and design motifs of the building;
- f. Whether the proposed sign lighting will detract from the character of the building; and
- g. The compatibility of the colors and graphics of the proposed sign with the character of the District.

2. Wall signs painted on or affixed to a building shall not exceed ten percent of the total area of the façade or 240 square feet, whichever is less. Area of original building finish visible within the exterior dimensions of the sign (e.g., unpainted brick) shall not be considered when computing the sign's area.

4. When determining the appropriate size of a sign the Board and the Director of Neighborhoods shall also consider the function of the sign and the character and scale of buildings in the immediate vicinity, the character and scale of the building for which the sign is proposed, the proposed location of the sign on the building's exterior, and the total number and size of signs proposed or existing on the building.

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

#### **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)

#### **B. General Signage Regulations**

All signs on or hanging from buildings, in windows, or applied to windows, are subject to review and approval by the Pioneer Square Preservation Board. (8/93) Locations for signs shall be in accordance with all other regulations for signage. (12/94)

The intent of sign regulations is to ensure that signs relate physically and visually to their location; that signs not hide, damage or obscure the architectural elements of the building; that signs be oriented toward and promote a pedestrian environment; and that the products or services offered be the focus, rather than signs. (8/93)

#### **C. Specific Signage Regulations**

1. Letter Size. Letter size in windows, awnings and hanging signs shall be consistent with the scale of the architectural elements of the building (as per SMC 23.66.160), but shall not exceed a maximum height of 10 inches unless an exception has been approved as set forth in this paragraph. Exceptions to the 10-inch height limitation will be considered for individual letters in the business name (subject to a limit of no more than

three letters) only if both of the following conditions are satisfied: a) the exception is sought as part of a reduced overall sign package or plan for the business; and b) the size of the letters for which an exception is requested is consistent with the scale and character of the building, the frontage of the business, the transparency requirements of the regulations, and all other conditions under SMC 23.66.160. An overall sign package or plan will be considered reduced for purposes of the exception if it calls for approval of signage that is substantially less than what would otherwise be allowable under the regulations. (12/94)

6. Upper Floor Signage. Upper floor signage is not permitted, except for temporary signage as per SMC 23.66.160D or when it is proposed as part of an overall integrated sign plan for the building. (7/99) When permitted, the preferred location for temporary signs is in windows, rather than attached to the building. (8/93)
8. Wall Signs. The Board recommends that wall signs be painted on a wood or metal backing and attached in such a manner that the building surface is not damaged. Colors and graphics of wall signs shall be compatible with the character of the District, and letter sizes shall be appropriately scaled to fit the overall design and dimensions of the sign. (7/99, 7/03)

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

**101817.3      PRELIMINARY PROJECT REVIEW**

**101817.31      419 Occidental  
Brice Maryman**

Briefing regarding extension of the sidewalk

Angie Davis, Urban Visions, presented via PowerPoint (full report in DON file). Following is board and public questions and comments.

She explained that stakeholder outreach was done. Regarding the sidewalk extension they believe that the 19' option is the best for community but they provided options as well. She said the project is about alley activation using art, lighting and small businesses.

Brice Maryman, MIG, provided history of the project. He reported that Pioneer Square is defined by its walkability and this is an opportunity to continue the legacy. He said that King Street is the edge of the district; it is

less walkable but now is more integral and knit into the historic core. He said a network of east – west streets continue southward. He noted there has been a decade of King Street transformation including 2004 electrical service upgrade and North Lot construction.

He said at the March 2017 meeting they heard board and community comments and they have done stakeholder outreach. He said that traffic volume trends show that the number of cars is declining and King Street is a low volume street. He said priority for Alliance for Pioneer Square is pedestrian safety, lack of speed control, and faded crosswalks. He said they discussed typical engineering treatments to improve safety: slow speeds, add friction, eliminate multi-threats with signals and markings. He said the current condition is there are 57 on-street parking spaces; nine load zones and one travel lane in each direction. He said at Occidental and King there is no traffic control and it is a big intersection.

He said that Seattle City Light Vault installation will be done at the same time and one of the regulations is that there cannot be parking in the intersection so they will remove it there. He said there are three options: no curb extension; 19' curb extension, and 11' curb extension.

#### No Curb Extension

They will install delineator posts and paint along curb edge. It is not attractive and there is not enough room for street trees. He said there are no impacts to truck turning, event staging, vehicular impacts, RSJI impacts (disability access, who has right to public realm).

#### 19' Curb Extension

10' walk zone, three trees, plinth wood benches, alley paving, alley name inlay, right of way plantings, wood decking, 15-17' decomposed granite.

Mr. Donckers asked where the utility box will go.

Mr. Maryman said it will go under the decomposed granite. He said that they will maintain 56 parking spaces which community rates as not as big concern. He showed turning analysis and said SDOT has no problem with it.

#### 11' Curb Extension

Thin planning strip, one palette of wood walk / deck surface, benches, trees (same palette as 19' Curb Extension). He said they would need to address turning issues and staging.

He said they prefer the 19' option but are willing to compromise to the 11' curb extension. He said that everything is voluntary, traffic volumes are declining.

Mr. Donckers disclosed that he is friends with Mr. Maryman and counsel, Ian Morrison.

Responding to clarifying questions Ms. Nashem cited 23.66.190 and said that if SDOT takes away a lane or parking their purview is how it looks. She said that London Plane is the preferred street tree but other options are OK for exceptions, such as site constraint.

Mr. Morrison agreed. He noted the interplay between Title 15, SDOT and Pioneer Square Board. When width is determined the experience of that is of board purview.

Mr. Maryman asked for input on the three options.

Ms. Curran asked what the concerns are with the London Plane tree.

Mr. Maryman said allergens and leaf litter.

Mr. Rolluda asked about traffic impacts with the Viaduct coming down.

Marni Heffron, applicant team, said no one knows how King will be used. The hotels and offices are not open yet. They have looked at inflated traffic counts until the roadway starts to fail. She said they explored volumes and analysis; 19' extension will need analysis and 11' will require no change to road or design.

Mr. Alsobrook asked for the Alliance for Pioneer Square perspective on trees and east-west streets.

Carl Leighty said on their streetscape concept plan east west streets would get smaller, more columnar trees. He said that London Plane releases allergens. He said they have no objection to street trees.

Mr. Alsobrook asked if Seattle City Light stipulates vertical clearance above vault.

Dave Rogers, MIG, said they have installed miles of underground infrastructure in the City. He said they have horizontal clearance but he will



confirm if there is for vertical as well. He said it will be a junction vault and will be constructed around the existing duct bank.

Public Comment:

Sandy Smith, Florentine said neighbors are in opposition although it is a beautiful project. She said large tree would obstruct intersection; event staging would be an issue; inground and overhead crosswalk lighting are needed; the vault could be driven over. She worried about friction becoming congestion. She said all garages accessed on Occidental must come through King Street. She said a study is needed on congestion and turning; they can bring rucks to demonstrate. They need to have evidence of big event staging to demonstrate. She said King Street is a small street.

Gay Banks Olson, Amtrak, sent letter (in DON file). She noted historical use of King Street and King Street Station; King Street is a dead-end. She said ridership is growing and the need for cabs parking is critical. She noted the investment made in multi-modal hub and said it needs to be a robust transportation center. She noted the difficulty to get busses in and out. She said this is the main gateway to Seattle. She noted the growing number of passengers with special needs. She said the traffic study doesn't reflect what she sees every day. She said that King Street Station is one major evacuation point for a major disaster in Seattle.

Rob Eaton, Amtrak, said activation of alleys is good. He said that access to King Street Station is critical; it is the 15<sup>th</sup> largest and busiest station in the nation. He said that congestion there is episodic with train times. He said he can't support the proposal if it impacts access to the station.

Tija Petrovich, resident, said that historically there have been no trees here and asked if they are required. She opposed the 11' and 19' curb extensions but would support 8'. She said just remove 4 – 5 parking spots in front; it is not pretty but it functions. She said 72' rigs go down this street; it is still used as a spur line.

Mark Astor acknowledged that the last three speakers and agreed. He said he manages area buildings and said he is keenly aware of traffic issues. He said no traffic study has been done. He said anything done now would have so many assumptions – Gridiron is unfinished and unoccupied; Avalara is unfinished and unoccupied. He said that there are too many unknowns to make a significant conclusion. He said it works now. The porch is a fine amenity but sacrifice to mobility would be detrimental. He said to act with caution and allow 419 redevelopment of the building as proposed. He said there are lots of great things but there should be no public right of way taken

away. He said he would support 8' but any narrowing or removing of lanes would be detrimental.

Mr. Rolluda said letters were received: Jeff Cohan, supports 11'; Alison McClain, supports 11'; 1<sup>st</sup> and Goal Public Stadium Authority, not support, look at 8' option; Kate Wilcox, support; Nordic Cold Storage, no, truck impacts; KTCL, no; Don Ayers, American Life, no, wants full scale traffic study be conducted, noted dependence on truck traffic.

Mr. Leighty said it is an exciting amenity. He said he respected other public comments. He said that 11' is a good compromise and he is glad trees are feasible. He said diversity of trees is important.

Board Discussion:

Mr. Donckers said it is difficult to sift through consequences without clear data. He asked about SDOT concerns about Amtrak. He said there is no requirement for trees there. He said he wants to hear more about traffic study. He said as a resident, safety is a big deal.

Ms. Heffron said with 11' there will be no impact to how the road functions today. She said traffic volumes are the lowest in the downtown area and most are just cutting through. She said there are a hundred vehicles per hour at the Amtrak area, mostly transportation companies – Uber, taxis, etc. She said the police allow Florentine residents in during events. She said the egress from the North Lot is still available. She said the ability to accommodate large trucks needs to be explored. She said 11' curb extension impacts are almost identical to 8'.

Ms. Petrovich asked if Marni is with SDOT.

Ms. Nashem said she is not with SDOT.

Marni confirmed that she was not.

Ms. Petrovich asked if there is a traffic study around the Viaduct coming down.

Marni said King Street is a dead end and just two lanes.

Mr. Alsobrook read from 23.66.190 C 4. He noted legitimate concerns by the public regarding access and safety. He wondered what the Fire Department would say about access and he noted the public comment about King Street Station as evacuation site during emergency. He said more detailed

information is needed on where trucks can or should go and impacts to transportation as a whole. He said he has been at the train station when a game is getting out and it is a disaster. He expressed concern about proposed use of decomposed granite and its suitability regarding ADA concerns. He said he opposed street trees as they were not there historically. He said Pioneer Square is a particular environment. He was disinclined to say trees are required.

Mr. Rolluda said having traffic data in writing to review would be helpful. He concurred with Mr. Alsobrook's comment about decomposed granite. He said the Waterfront project will use stockpiled gutter brick as accent and that might be good. He said the wood deck is good, acceptable. He had not comment on street trees at this time.

Mr. Maryman said they are going through SIP process; fire, police, Seattle City Light, SDOT, are reluctant to review prior to SIP process. He said they can figure out the truck turning.

Mr. Alsobrook said a hook and ladder turn radius is different from that of a tractor trailer – they need to address different types of vehicles. He said that business and residential concerns were raised. He requested more information in response to questions/comments from architects on board.

Mr. Donckers said in general, there is support for 8'; support for 11' with no change to access; and there are concerns about the 19' curb extension. He wants a better understanding of 8' versus 11' curb extension with as much in writing as possible.

Ms. Nashem said they have started SIP process with SDOT so they get SDOT feedback while getting PSPB feedback.

Mr. Maryman said they can't go into permit until they get a Certificate of Approval.

Ms. Heffron said that they can do a turning study.

Ms. Banks Olson said they don't support 11' without better understanding of how the study will happen. She expressed concern for the functionality of Amtrak as well as the ability to use parking spaces to enable large trucks to get in for events.

**101817.5**      **REPORT OF THE CHAIR:** Dean Kralios, Acting Chair

**101817.6**      **STAFF REPORT:** Genna Nashem

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