



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 67/18

MINUTES for Wednesday, February 21, 2018

Board Members

Adam Alsobrook
Lynda Collie
Kianoush Curran
Brendan Donckers
Dean Kralios, Chair
Carol O'Donnell

Staff

Genna Nashem
Melinda Bloom

Absent

Alex Rolluda

Chair Dean Kralios called the meeting to order at 9:00 a.m.

022118.1 **APPROVAL OF MINUTES:**
November 15, 2017
MM/SC/CO/AA Minutes approved.

December 6, 2017
Deferred.

022118.2 **APPLICATIONS FOR CERTIFICATES OF APPROVAL**

022118.21 **Stadium Place**
210 S King Street

Installation of a minor Communications utility

Applicant no-show. Deferred.

022118.22

Merrill Place - Hambach and Schwabacker building

411 1st Ave S

Installation of security cameras

Staff Report: This is a continuation of the application originally reviewed in December. Camera locations on canopies were approved, but the Board had concerns about mounting onto stone and bricks and asked the applicant to consider alternatives.

ARC report: This was not reviewed at ARC.

Applicant Comment:

Robert Leykam explained they reduced the number of cameras to one on the south face of the Hambach Building, and one on the north side of the Schwabacher Building. He said they will reuse existing holes. He said that the conduit will route on the outside and be fastened into mortar, not brick. Responding to questions he said the conduit diameter is less than 1". He said the hole is already there in the wood frame for Camera 18; it had been there before, and they are returning it to the same place.

Ms. Collie asked why the routing for Camera 18 is the way it is.

Mr. Leykam said it is not the best place but this is the best choice; the goal is to preserve the brick and minimize impact of conduit. He said centering on the pilaster is the best choice.

Mr. Kralios asked if penetrations could be moved down to reduce the amount of conduit visible on pilaster.

Mr. Leykam said they could be moved.

Mr. Alsobrook said the 1" metal conduit is more noticeable than what is proposed. He said the intent of keeping it mounted in mortar meets the guidance provided previously. He supported what was presented.

Mr. Kralios asked about camera location 20.

Mr. Leykam said there is an existing steel arm to the right; they will mount behind the gutter and add another arm. There will be no new penetration and they will use the same conduit.

Public Comment: There was no public comment.

Board Discussion:

Mr. Kralios went over District Rules.

Mr. Donckers arrived at 9:14 am.

Mr. Kralios said it meets the District Rules and Secretary of Interior Standards as presented. He said it is the least obtrusive option and is repairable.

Mr. Alsobrook agreed. He said the applicant followed board advice to minimize penetrations.

Action: I move to recommend granting a Certificate of Approval for installation of security cameras mounted in the mortar joints per the plans attached.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 21, 2018 public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030 Certificates of Approval required

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.

Secretary of Interior Standards for Rehabilitation

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/KC/AA 5:0:1 Motion carried. Mr. Donckers abstained.

022118.23 505 1st Ave and 83 King -Seattle Hardware building

Installation of security cameras

ARC report: This was not reviewed at ARC

Staff Report: This is a continuation of the application originally reviewed in December. Camera locations on canopies were approved, but the Board had concerns about mounting onto stone and bricks and asked the applicant to consider alternatives.

Applicant Comment:

Robert Leykam said they reduced the number originally proposed from nine to three. He said the building was built in 2005. He said they will make the installation as unobtrusive as possible. He went over detail per drawing and said that camera at location 3 will be soffit-mounted and will not go into stone; it will be discrete and unobtrusive. He said camera at location 4 will stay back and under soffit and will come through CMU wall. Location 5 will go through a metal panel that goes into the generator room.

Mr. Kralios said it is not on primary elevation – the cameras are on secondary, tertiary elevations where there are already utilitarian openings.

Public Comment: there was no public comment.

Board Discussion:

Mr. Kralios went over District Rules. He appreciated the reduction in number of cameras. Cameras will be installed on utilitarian side of building. No historic material will be damaged. The cameras have been thoughtfully placed.

Mr. Alsobrook agreed.

Ms. O'Donnell agreed.

Action: I move to recommend granting a Certificate of Approval for installation of security cameras mounted in the mortar joints per the plans attached.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 21, 2018

public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

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MM/SC/CO/AA 6:0:0 Motion carried.

022118.24

Scandinavian Hotel Building

118 S Washington St

Installation of signage, lighting and a sidewalk café

ARC Report: Mr. Kralios reported that ARC reviewed the plans and renderings attached. The applicant indicated that one of the rendering shows a larger sign band sign than what is proposed and shown in the drawings. He said it will be replaced for the Board review. ARC thought that the sign band sign complies with letter height and is compatible in color and material with the building and the District. They thought the blade sign complied with square footage, number of colors and attachment detail but

wanted verification that the height indicated is the letter height or the distance between the bolts; if it is the letter height it complies. ARC thought that it would be a reduced sign plan if the existing signage was removed. ARC thought if the railing was lowered to 42 inches it would comply with the District rules and the design was compatible with the building. They thought that installation of the bench seat was preferred as an external ledger painted to match the storefront. They thought the proposed green and white color was compatible. ARC suggest that they consider painting the address numbers white, so they are more visible. The applicant may also propose to remove the neighboring blade sign bracket. ARC recommended approval.

Staff Report: Any existing signage visible in the photos has been installed without a COA. The business owner intends to replace the unapproved sign with the proposed signs however the Board should make it clear which signs the Board is approving and add a condition of approval that the existing signs are removed.

Applicant Comment:

Henry Walters, Atelier Drome, went over existing conditions and reported that all signage in photos have been removed; new signage will be installed. He said the proposed outdoor seating area is 5'6" x 16'. He proposed a cedar bench with steel brackets attached under the window sill as per rendering. He said bar neon sign will be installed to the left of the door. New light fixture will come off brick; he provided spec sheet and said the temperature will be 2700 Kelvin. He said they changed the height of the steel guard rail to 42". He said the surface-applied ledger will be painted to match building, per ARC suggestion. He said the neon bar letters are 8" tall; letters on sign band are 10" tall.

Mr. Kralios asked if the galvanized conduit will remain unpainted.

Mr. Walters said it will.

Mr. Donckers said existing window decals are going to be removed and asked if new ones are proposed.

Mr. Walters said that the sign band above the door and the blade are the only signage proposed.

Mr. Kralios said that posting hours is OK but anything else would require a COA.

Public Comment: There was no public comment.

Board Discussion:

Mr. Kralios went over District Rules. He said the sidewalk café is consistent with the District Rules and there is no blockage to sidewalks. He said the bench is in keeping with the architectural style of the building and district. He said the wood surface is slightly angled to prevent sleeping.

Mr. Donckers asked for clarification on occupancy of the space.

Mr. Walters said there is a small indoor entry that goes to upstairs space; no one else will have space to side.

Mr. Kralios said dark green with white window trim is compatible. He said the light fixture is black but questioned the plan to leave the galvanized conduit unpainted.

Mr. Walters said the galvanized finish is less visually intrusive and more closely matches the grout. He said it has been done this way nearby.

Mr. Alsobrook said the conduit should be painted for consistency with the light fixture.

Mr. Kralios agreed and said it would be more fitting with the quality of the application package to paint it black.

Mr. Donckers agreed and said the silver doesn't work.

Mr. Kralios said the sign size and font are consistent with the District Rules. He said the neon is six square feet with 8" letter height and colors are limited to two; signage is consistent with the District Rules.

Board members noted examples of other neon signs in the District: guitar store, Bread of Life, Rudy's, Flatstick, among others.

Mr. Donckers said the Code asks to be careful with neon blade signs. He said it is still permissible and the applicant has done a nice job of reducing what is there.

Action: I move to recommend granting a Certificate of Approval for Installation of a sign band sign, a neon blade sign, lighting and a sidewalk café including painting in green and white and painting the address letters white conditioned that all existing signage be removed and the conduit be painted black. The removal of the existing empty sign bracket is approved.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 21, 2018 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

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 23.65.160](#). 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.

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.

6. Projecting signs and neon signs may be recommended only if the Preservation Board determines that all other criteria for permitted signs have been met and that historic precedent, locational or visibility concerns of the business for which the signing is proposed warrant such signing.

Pioneer Square Preservation District Rules

XIII. SIDEWALK CAFES

Sidewalk cafes may not impede the flow of pedestrian traffic. Movable structural elements that can be brought back against the building wall or elements that can be removed when not in use will generally be required if some structural element is

necessary. No walls or roofs of any kind are permitted to enclose sidewalk cafes. Free-standing and table umbrellas are permitted, however, the Board may limit their number and placement to ensure compatibility with transparency and signage regulations. (7/03) Planter boxes are discouraged and will be permitted only in exceptional circumstances.

Materials for any structural elements on the sidewalk should be of durable, weatherproof, and vandal-proof quality. The Board will consider the compatibility of the color and design of structural elements with the building facade and the character of the District. The maximum allowable height of structural elements, including fencing, is 42”.

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)

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)

Sign Materials: Wood or wood products are the preferred materials for rigid hanging and projecting (blade) signs and individual signage letters applied to building facades. (7/99)

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)
2. Sign bands. A sign band is an area located on some buildings in the zone above storefront windows and below second floor windows designed to display signage. (7/99) Letter size in sign bands shall be permitted to a maximum of 12 inches. Letters shall be painted or applied, and shall not be neon. (12/94)
3. Projecting Elements (e.g. blade signs, banners, flags and awnings). There shall be a limit of one projecting element, e.g. a blade sign, banner, or awning per address. If a business chooses awnings for its projecting element, it may not also have a blade sign, flag, or banner, and no additional signage may be hung below awnings. (6/03) Exceptions may be made for businesses on corners, in which case one projecting element per facade may be permitted. (12/94)
4. Blade signs (signs hanging perpendicular to the building). Blade signs shall be installed below the intermediate cornice or second floor of the building, and in such a manner that they do not hide, damage, or obscure the architectural elements of the building. Typically, non-illuminated blade signs will be limited to eight (8) square feet. (12/94)

Blade signs incorporating neon of any kind shall not be permitted unless all of the following conditions are met: a) the neon blade sign is sought as part of a reduced overall sign package or plan for the business; b) neon blade signs shall be limited to six (6) square feet in dimension with letters not to exceed eight (8) inches in height; c) the sign meets the requirements of Neon Signs - Paragraph 3 for the number and type of colors of neon; d) the sign meets the requirements of Signs - Paragraph 5 (above) for installation of a blade sign; e) electrical connection from exterior walls to the blade sign shall be made using rigid, paintable electrical tubing painted to match the building facade and all bends shall closely follow the support structure; f) all signage supports shall be fastened to the exterior wall by the use of metal anchors at existing grout joints only; and g) the sign taken as a whole is consistent with the scale and character of the building, 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 regulations.

D. NEON SIGNS

1. The number of neon signs shall be limited to one for each 10 linear feet of business frontage for the first forty feet of business, and one for each additional 15 feet of frontage for businesses over forty feet. For a business that has transom windows beginning at ten (10) feet above the sidewalk, one additional neon sign to be located within the transom windows would be permitted for every 30 feet of frontage. Signs need not be spaced one per ten feet, but may be clustered, provided the maximum number of approved signs is not exceeded and the grouping does not obscure visibility into the business. Permitted neon signs may be located in transom windows, according to the guidelines contained in this section. (12/94)
2. When a business is on a corner and has a minimum of 10 linear feet of glazing on the secondary facade, additional neon signs are permitted for the secondary facade as on the basis stated in Paragraph 1 for the primary facade. (12/94)
3. No more than three colors, including neon tubes and any backing materials, shall be used on any neon sign. Transparent backing materials are preferred. Neon colors shall be subdued. (8/93, 7/03)

Secretary of the Interior's Standards for Rehabilitation

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/BD/AA 6:0:0 Motion carried.

022118.25

C3 Streetcar

1st Ave, 1st Ave S and Jackson

Ms. Collie disclosed she works for Unico and manages the Grand Central and Buttnick buildings.

Construction of a streetcar line including the street paving and rail slab, station platform design, signage, curb ramps, areaway alterations, median landscaping, eye bolts into buildings and light pole and traffic light replacements with mast arm

ARC Report: ARC reviewed the plans, photos and renderings and color and material samples provided. ARC wanted clarification of the eyebolt installation method and mortar width. ARC was concerned that the plans were also clear to the contractor so that they would be installed as discussed. The applicant clarified that all new poles would have the Bronze Chief Seattle Bases. ARC requested that the pole and bases for the overhead wire be as small as possible. The applicant clarified that the proposal is for all the street light be moved to the proposed mast arm. They will clarify this on the renderings. ARC discussed that while mast arms are not allowed per the District Rules, that the rules were not anticipating the installation of a streetcar. Because the existing traffic lights are not the historic designs identified in our District Rules as the standards and which are typically located along 1st Ave S, because the exceptional circumstances at this location; the applicant explained that the need to direct vehicle traffic from their lane and the streetcar from its lane as the street car and vehicle traffic turn and in order to create a safe intersection for all the Board would consider and exception and approve the mast arm in this location. They clarified their understanding that these conditions do not exist elsewhere in the District, even along the streetcar route on 1st Ave/ 1st Ave S, that the other existing historic traffic lights will not be altered and will be maintained. ARC thought that the work proposed to the ADA ramps and areaway ramps minimized to the extent possible the impact to the areaways. They proposed to use the black fiberglass detectors where the use of cast-iron is not feasible or would otherwise more negative effect the areaway as the cast iron is more deeply inset into the ramp. ARC recommended approval.

Staff Report: Ms. Nashem reported that the proposal includes removal of traffic lights at the intersection of Jackson and 1st Ave S which the Board has not reviewed in previous briefings. The proposal is for a mast arm, considering that the rules say that a mast arm will not be approved the Board will need to consider the reasons for the proposal, alternatives, and whether an exception is acceptable in the case. As with all exceptions the Board would need to be clear why the exception is being made and that it is not the intent of the Board to change the rules for all traffic lights. The Board has previously required retention of an old traffic light that they found to be historic at the corner of the King and 1st. While this traffic light didn't completely match the Standard identified in the District Rules it was thought to be the oldest in Seattle. The proposed traffic light heads do not appear to be the decorative head found on the other traffic lights on 1st Ave.

Applicant Comment:

C. J. Holt presented via PowerPoint (full report and details in DON file). He provided an overview of the project and noted connections to South Lake Union and International District. He said they will present the vertical design elements: platform elements, planting and landscape, streetscape; and ground plane elements: paving, crosswalks, areaways.

Roland Genick said the intent is for a quiet integration into the neighborhood and that the existing character of the neighborhood will continue to be the defining character. He said that almost everything that the project introduces stays at a low

level. He said that artwork paving elements have already been presented separately.

He described the design elements and material palette and provided samples. He said the brick cobbles will be used in all areas where they are adding new tracks to reference historic cobble. He said the median will be widened; lampblack used in sidewalk, pedestrian crossings and platform will be warmish gray color, as close to lampblack as possible. He said there will be a 2' wide truncated cast iron dome ADA ramp. Shelter will be painted bronze/black to better fit in with neighborhood; roof will be glass, bench will be Ipe.

Mr. Kralios asked how storm water will be conveyed.

Mr. Genick said it will be collected in gutter in center of shelter, run down pipe and then under station to a drainage system. He said that standard elements in every station include ticket vending machine, ORCA reader, and waste receptacle. He said the station at Cherry Street spans the entire length of the block. He said the existing station at Jackson Street will be rebuilt and moved slightly north to reduce impact to areaway and to allow a bike lane.

Mr. Holt said moving the station north alleviates the structural load on areaways and doesn't impact the pedestrian crossing at Nord Alley.

Mr. Genick said they reduced the elements to have as little clutter as possible. He said the shelters will be painted Statuary Brown to blend in the district. The variable message sign will provide announcements about the streetcar and will be painted to match shelter. The static station name sign is 4' long with 3" tall letters. He said the system map is on glass panel. He said that on 1st they will preserve and protect the existing London Plane trees; and the median will be widened. He said seasonal bulbs will be added. The curb will be moved out and a strip of granite cobbles will run the entire length.

Mr. Donckers asked about Urban Forestry involvement.

Mr. Genick said it is a requirement for them to be on site as well as the Seattle Arborist.

Mr. Holt said they are very cautious with protecting trees and are cognizant to keep them in place and healthy. Mr. Genick said they will replace trees that have failed.

Mr. Genick brought a sample of the eyebolt that will be attached at multiple locations: 1st and Jackson, Burke Building, Scheuerman Block, CPS Parking Garage; Wax and Raine Building; Seattle Transfer Company (placement detail in drawings). He explained option for installation in brick: go in center of brick, go in width of grout. He said it is unlikely the eyebolt will ever be removed but it would be easier to repair the first option.

Mr. Donckers asked about the process for placing eyebolts on private property.

Mr. Holt said the owner signs an easement; if they say no, a pole will be installed. He said they have signatures from all property owners; all liability is on the City. He said it is all standard language in the agreement and inspectors will watch to make sure everything is installed per spec.

Mr. Alsobrook asked if it is an engineer inspection.

Mr. Holt said yes, to ensure the installation is done the way specified.

Mr. Kralios noted the difficulty of finding a matching brick and said that centering the eyebolt between two bricks, causing minimal damage, is the best option.

Mr. Alsobrook agreed that it is less impactful to go through mortar, option 2.

Mr. Holt said that is what is in the specs.

Mr. Kralios said to keep photos in the construction documents and to make sure it is in the specs to use appropriate bit made to go through brick.

Mr. Genick said at the Wax and Raine Building there is an existing bolt that isn't in the grout. He said that they could put the new eyebolt into the grout or line up vertically with the existing. He explained that they will remove 141 signs and add 50 for a net reduction of 91. He went through drawing details where new poles and mast arms will be installed.

Mr. Kralios asked about the three-globe fixtures on NE and NW corners.

Mr. Holt said they will remain.

Mr. Genick went over platform paving and said they will use lampblack in the concrete, cobble granite in the transit way, asphalt in the travel lane except where the intersection will be concrete; pedestrian crossing will be standard 2' sidewalk. He said they will use ADA cast iron truncated domes where possible. There might be a few locations where there isn't enough depth to install them so will use black epoxy tile in those locations.

Mr. Holt said there are a few areaways impacted; cast iron is embedded so they may not be possible in those locations, but they will get structural models to determine how to proceed.

Mr. Genick said the Cherry Street scramble will be paved with 2 x 2 texture paving, with simple striping. He provided a summary of strategies for areaway locations and said of 19 impacted, 50% they were able to design around. He said that curb strengthening measures will be put into place to support curb ramp above.

Mr. Kralios said the applicants balanced needs and work is minimally impactful. He noted the concrete is differentiated.

Mr. Donckers said the columns are necessary to support the weight.

Mr. Genick said that all sidewalks have to be rated for traffic for emergency vehicles.

Public Comment:

Nancy Fulwiler, Terry Denny Building resident, said the planning is well-thought out and she likes the expanded medians and that the trees are considered. She said the eyebolt should be in mortar. She was not clear about ADA impacts to areaways.

Mr. Holt said only three areaways would require major reconstruction.

Ms. Fulwiler was concerned about construction impacts, impacts to buildings, dust, noise, vibration. She said there are already impacts from Bertha; pieces have started to fall off a building on Yesler.

Mr. Kralios said there has been environmental assessment and there are federal requirements; there are noise and vibration monitors. He said impact on businesses is outside the purview of the board. He said to direct complaints/concerns to SDOT or to Ms. Nashem. He said there is a 24-hour hotline and website.

Ms. Curran said she has as a building owner in the district contacted the hotline and they have been responsive.

Travis and Shana of Diva Dolls, expressed concern about impact to buildings and to businesses at their busiest time in the summer. They said the street Car doesn't look historic. They mentioned the streetcar system in New Orleans that is true to history and has been there 182 years and thought that the City should do something similar here. Summer construction is the worst; residents and business owners need to know details. There has been a lot of confusion and contradiction. The tree that they thought was proposed to be removed from in front of their building is the only shade they had from hot summer sun.

Mr. Kralios said they have legitimate concerns and hopes that SDOT has protocols in place to monitor and respond. He said the presentation will be put on the Street Car website for public review. He said there has been rigorous planning and documented evolution of this project.

Shana said the skylight (prisms) has holes and is a trip hazard.

Mr. Donckers encourage business owners to contact the hotline.

Mr. Holt said the ground crew walks the site.

Shana asked why the line is not historically accurate.

Mr. Kralios explained avoidance of faux historicism. He said that the line goes through various neighborhoods. He said it is important that the elements are of their time. He said the team has done a good job in trying to integrate historic elements without being historicist. He appreciates the cobblestones and the respect to historic elements. He said they have worked to minimize impact and using the battery through district is good. He said photos should be provided to crews so there is no damage. He said that although mast arms are typically not allowed that at that intersection, there are multiple users and a clear need to direct individual lanes.

Ms. O'Donnell agreed and said it is an exception, not precedent, specific to that intersection.

Mr. Donckers echoed public comments/concerns regarding construction. He said to make sure public really knows what is going on. He requested outreach documentation be submitted and that hotline number be on website.

Mr. Alsobrook said it has been a long design process. He said that there was historically only one cable station up Yesler and it was removed many years ago. He said Seattle removed street cars early – in 1938. He said running faux historic street cars is not respectful to the historic resources. If we had a true historic system like New Orleans it would be different. He also said that he would expect there to be ADA issues with historic street cars.

Action: I move to recommend granting a Certificate of Approval for construction of a streetcar line including the street paving and rail slab, station platform design, signage, curb ramps, areaway alterations, median landscaping, eye bolts into buildings and light pole and traffic light replacements with mast arm. The mast arm is approved as an exception in this case because of the demonstrated unique traffic condition at this intersection with the streetcar because the existing traffic lights are not the historic designs identified in our District Rules as the standards and which are typically located along 1st Ave S, because of the exceptional circumstances at this location; the applicant explained that the need to direct vehicle traffic from their lane and the streetcar from its lane as the street car and vehicle traffic turn and in order to create a safe intersection for all. All other traffic lights on 1st Ave are historic traffic lights and will be maintained in place. All bases will be the Chief Seattle bronze base. Detectable warning ramps will be cast iron except where the installation of the cast iron would have a greater negative impact on the areaway and in those cases a black detectable warning would be used. The variable message at the station is conditioned that the variable message sign be used for transit information only, not advertising. Written documentation on mitigation and outreach will be provided.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the February 21, 2018 public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

Code Citations:

SMC 23.66.030 Certificates of Approval required

SMC 23.66.180 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.

- A. **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)

- B. 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

MM/SC/BD/KC 6:0:0 Motion carried.

022118.4 BOARD BUSINESS

022118.5 REPORT OF THE CHAIR: Dean Kralios, Chair

022118.6 STAFF REPORT: Genna Nashem

Genna Nashem
Pioneer Square Preservation Board Coordinator
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