



The City of Seattle

Landmarks Preservation Board

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LPB 700/14

MINUTES

Landmarks Preservation Board Meeting

Seattle Municipal Tower

700 5th Avenue, 40th Floor

Room 4060

Wednesday, November 19, 2014 - 3:30 p.m.

Board Members Present

Linda Amato

Deb Barker

Nick Carter

Aaron Luoma

Jeffrey Murdock, Vice Chair

Valerie Porter

Sarah Shadid

Matthew Sneddon

Alison Walker Brems, Chair

Staff

Sarah Sodt

Erin Doherty

Melinda Bloom

Absent

Marie Strong

Elaine Wine

Robert Ketcherside

Chair Alison Walker Brems called the meeting to order at 3:30 p.m.

111914.1 SPECIAL TAX VALUATION

111914.11 5323 Ballard Avenue NW

Ms. Sodt provided photos to board members and said that \$4,383,010.43 was submitted and \$3,874,517.05 was allowed. She said that dollars spent on the addition were disallowed.

Michael Peck provided an overview of upgrades made and said they are proud of the improvements then have made.

Public Comment: There was no public comment.

Board Discussion:

Board members determined they had enough information to make a decision.

Action: I move that the Ballard Avenue Landmark District Board recommend to the Landmarks Preservation Board to approve the following property for Special Tax Certification: 5323-5329 Ballard Ave NW. This action is based upon the criteria set forth in Title 84 RCW Chapter 449; and based on the review and approval of the building exterior renovation by the Ballard Avenue Landmark District Board; that the property is a contributing building located in the Ballard Avenue Landmark District, and has not been altered in any way that adversely affects those features that identify its significance or contribution to the Ballard Avenue Landmark District; that the property has been issued Certificates of Approval as required in the Ballard Avenue Landmark District; and has substantially improved in the 24-month period prior to application, and that the recommendation is conditioned upon the execution of an agreement between the Local Review Board as required by Title 84 RCW, Chapter 449.

MM/SC/DB/NC 9:0:0 Motion carried.

111914.12 Seattle Malting & Brewing Company – Brew House
5900 Airport Way South

Ms. Doherty provided photos to board members and said that all costs - \$4,629,568.00 – met the criteria. She noted that the new facility was not included in those costs.

Mike Hansen, Sabey, said it was a successful project and said that Fran’s opened last month.

Michael Sullivan, Artifacts, said the work was directly associated with the new chocolate factory. He noted the restoration of cast iron stairways.

Mr. Luoma said he was just there and the building is phenomenal.

Ms. Strong said that the tenant and activity mix is awesome.

Public Comment: There was no public comment.

Action: I move that the Landmarks Preservation Board approve the following property for Special Tax Valuation: Seattle Brewing & Malting Co. Brew House, 5900 Airport Way South, that this action is based upon criteria set forth in Title 84 RCW Chapter 449; that this property has been substantially improved in the 24-month period prior to application; and that the recommendation is conditioned upon

the execution of an agreement between the Landmarks Preservation Board and the owner.

MM/SC/NC/AL 9:0:0 Motion carried.

111914.13 Chiarelli-Dore House
843 NE 100th Street

Ms. Doherty provided photos to board members. She said \$249,626.54 was submitted and allowed. She said the majority of the work was in-kind repair or maintenance, and some improvements were in areas not under controls, but were included as qualified expenditures.

Owner Craig McNary was glad to have found the home and wanted to honor the vision of the architect and prepare it for the next 60 years. He explained that there were more renovations than he anticipated and cleaned up rot, electrical and plumbing issues. He said structural and seismic upgrades were done. He said he put in new kitchen. He said he loves the house and neighborhood and has hosted tours of the home with two planned for next year.

Ms. Doherty said that there had been some site work – landscaping and maintenance.

Public Comment: There was no public comment.

Action: I move that the Landmarks Preservation Board approve the following property for Special Tax Valuation: Chiarelli-Dore House, 843 NE 100th Street, that this action is based upon criteria set forth in Title 84 RCW Chapter 449; that this property has been substantially improved in the 24-month period prior to application; and that the recommendation is conditioned upon the execution of an agreement between the Landmarks Preservation Board and the owner.

MM/SC/AL/VP 9:0:0 Motion carried.

111914.2 CERTIFICATES OF APPROVAL

111914.21 Alexis Hotel (First Avenue Group)
1007 First Avenue
Proposed louver on alley elevation.

Joe Mattoni said due to leaking and structure failure of sidewalk he had to move tenant under sidewalk which required relocation of kitchen. He said they had to move the hood and due to code change it has to vent to exterior. He said the mechanical inspector said that the alley is sidewalk and required vent be 10’ above grade. He said they plan to put the louver in the window opening and noted concerns he had about the softness of the brick on the alley side and how that might be negatively impacted by installation of louver there. He said louver in window opening is preferred and is more easily reversed.

Ms. Sodt said they met at the site and looked at options – all of which required altering the building in some way – and this option is the most reversible.

Ms. Barker asked how they will deal with the lack of seal between windows.

Mr. Mattoni said they will have a piece of wood fabricated to keep it closed; it won't damage the existing window from inside.

Public Comment: There was no public comment.

Ms. Sodt said this was not discussed at ARC.

Ms. Walker Brems suggested noted the seal in the motion.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed exterior alterations at the Alexis Hotel, 1007 First Avenue, as per the attached submittal with staff review of modification to window seal.

This action is based on the following:

1. The proposed exterior alternations do not adversely affect the features or characteristics specified in the Ordinance No. 111058, as the proposed work does not destroy historic materials that characterize the property, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/DB/NC 9:0:0 Motion carried.

111914.22 Sand Point Naval Air Station – Building 27
62nd Avenue NE & NOAA Road

Chris Generous explained the need to abate hazardous material and said a portion of the shed will be demolished.

Ms. Doherty said that ARC questioned the visibility of the shed from different sightlines.

Mr. Generous said that the NOAA road is raised up and the building is not visible with trees and elevation change.

Ms. Doherty said the NOAA road is parallel to the south shed.

Mr. Generous said that it is not highly visible. He said the shared south building wall will remain.

Ms. Doherty said that hazardous material is associated with original use – painting dial faces on instruments – and there is mitigation to address. She said that there is some soil work to be done and the addition is not original to the building. She said that it is safer to remove it.

Ms. Barker asked if the concrete pad would remain.

Mr. Generous said it will. He said the floor is not impacted with contaminants.

Mr. Sneddon asked if any original fenestration is behind boards.

Lee Borian said that there are some original doors and stair towers on either side that will stay but no windows.

Ms. Doherty said that Figure 2 shows what the wall will look like after the shed is removed, and Figure 3 shows the proposed, finished appearance.

Ms. Walker Brems asked if cleanup requires demolition.

Mr. Generous said they had to remove flooring throughout the second floor; the interior is pretty well gutted. He said that the original siding on the main building is corrugated asbestos material and the new material is corrugated steel to match the profile of the original.

Public Comment: There was no public comment.

Mr. Murdock said the applicants covered the questions ARC had. He said the proposal for the south wall has an alarming lack of windows. He said that the building isn't perceived due to the road elevation. He said the material is from a later addition and is not historic.

Mr. Sneddon said it is of value to keep the slab as remnant of story.

Mr. Generous said they will seal up wall so there shouldn't be any water infiltration issues.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed demolition of the south shed addition and building envelope improvements at Building 27, 62nd Avenue NE and NOAA road, as per the attached submittal.

This action is based on the following:

1. The proposed demolition will adversely affect the features or characteristics specified in the Report on Designation. However, the need for abatement and removal has been documented. Per *SMC 25.12.750 C, The extent to which the proposed alteration or significant change may be necessary to meet the requirements of any other law, statute, regulation, code or ordinance*. The U.S. Navy, former property owner, is required to remediate any known hazards and comply with the criteria outlined in the National Environmental Protection Act as reviewed by the Washington State Department of Ecology.
2. The proposed select repairs and replacement of insulation and siding will approximate the old in design, color and texture, as per Standard #6 of the *Secretary*

of Interior's Standards for Rehabilitation, and per the corrugated panel criteria of the Sand Point Naval Air Station Landmark District Design Guidelines.

3. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/AL/NC 9:0:0 Motion carried.

The following items were reviewed out of agenda order.

111914.6 CONTROLS & INCENTIVES

111914.61 Lloyd Building
601 Stewart Street

Jack McCullough explained that they have been looking for development opportunities and that a letter of intent is in process and they should have it concluded in two to three weeks. He asked for a sixty day extension.

Ms. Sodt supported the extension.

Action: I move to defer consideration for Controls and Incentives for the Lloyd Building, 601 Stewart Street, for sixty (60) days.

MM/SC/NC/JM 9:0:0 Motion carried.

111914.3 DESIGNATION

111914.31 Schoenfeld Building
1012 First Avenue

Ms. Walker Brems went over nomination and designation process.

Matt Aalfs, Weinstein AU, said that Kate Krafft did the report in 2008 and they have amended that. He provided context of the neighborhood and site. He said the building is associated with the northward movement of the commercial core. He said that Schoenfeld's original store was in the Occidental Hotel; they provided east coast manufactured furniture. He said that in 1899 fire destroyed the building and business was temporarily set up in a tent and then into a building. He said that Schoenfeld was a pioneer in the use of credit to buy furniture; he said it was a new business model.

He said that in 1893 the first three floors of this building were built and in 1899 the upper two were added. He said the building shares a parti-wall with adjacent building. He said he thought that Thompson and Thompson were the architects. He said that the original storefront has been modified over the decades but four cast iron columns are still there. He noted the rapid expansion of Standard Furniture, its success and expansion northward to this building; it was on the leading edge of the northward movement of the commercial core.

Mr. Aalfs said that in the 1930s the façade was modified and in the 1920s a fire escape was added. He said by this time Standard Furniture was no longer there. He said that in 2001 the Wadsworth Building was demolished. He said that modifications include multiple modifications over time to the first floor level façade; original single recessed central entry was removed and replaced with three entries; mezzanine added which vertically subdivided the first floor level façade; and a fire escape was added and part of decorative wood bracket was removed. He said that after Standard Furniture left there were multiple tenants over the years.

Mr. Aalfs said the building is a hybrid – Commercial Chicago Style – with large windows, flat unornamented façade and is striking in comparison to the more common Richardsonian buildings. He noted the exposed heavy timber columns and historic fir floors. He said that there is some upper floor timber corbel detailing. He said that windows on the 1st Avenue façade have been replaced with wood with exterior cladding windows.

Mr. Luoma asked why the wood cornice and wood bracket were added.

Mr. Aalfs said it was a different time and it was a more ornamental 1920 style when they subdivided to three storefronts. He said that the mezzanine at the north end was only 8' high due to grade change.

Public Comment: There was no public comment.

Board Discussion:

Mr. Sneddon supported designation on criteria B, C, and D.

Ms. Shadid said she appreciated the Chicago Commercial style and seeing the original 1893 sign. She supported designation on criteria B, C, and D.

Ms. Porter supported designation and said it helps tell the story about the move of the commercial core north and Standard Furniture. She noted its connection to the store's pioneering use of credit. She said that there are some changes but it is a great building.

Mr. Murdock supported designation and agreed with the Staff Report on criteria B, C, and D.

Mr. Luoma supported designation on criteria B, C, and D. He said the building can convey its story and importance; he noted its age and geographic location.

Mr. Carter supported designation on criteria B, C, and D.

Ms. Barker supported designation on criteria B, C, and D and said it has a rich history. She did not support designation of fire escape.

Ms. Sodt said the fire escape will be part of the Controls and Incentives discussion.

Ms. Amato supported designation on criteria B and C for its representation of the economic heritage and Schoenfeld and D because it is a hybrid and the parti-wall.

Ms. Walker Brems supported designation and noted the board just denied nomination of the building Standard Furniture moved into.

Action: I move that the Board approve the designation of the Schoenfeld Building at 1012 First Avenue as a Seattle Landmark; noting the legal description above; that the designation is based upon satisfaction of Designation Standards B, C, and D; that the features and characteristics of the property identified for preservation include the exterior of the building.

MM/SC/NC/JM 9:0:0 Motion carried.

111914.4 NOMINATION

111914.41 Kelly-Springfield Motor Truck Co. Building
1525 11th Avenue

Ms. Sodt reported that she received public comment emails which had been forwarded to board members and she provided a packet of all public comments to board members.

David Peterson prepared and presented the report (full report in DON file). He provided context of the neighborhood and site in the historic auto row area and in one of the oldest neighborhoods in the city. He noted the close proximity to Cal Anderson Park, the first Olmsted park in the City. He explained that in 1900-05 the area developed into auto row and commercial area with the regrade of the streets. He said that the area saw more dealerships and auto-related businesses; many of those buildings are still in place.

He said that the first occupant of the building was Kelly-Springfield Motor Truck and Tire Company with the tire portion being a separate entity. He said that Kelly trucks were popular but went bankrupt in the 1920s although the tire portion of the business still exists. He explained that the interior was an open space with machinery; a north side entry was for the tire business and the off center entry provided access for trucks. He said there was an auto sized elevator. He noted the value of trucks in the transportation of goods and in logging. He noted the number of auto row dealerships nearby and how many were on prominent corners; he said the buildings had a high level of design appeal.

Mr. Peterson said that there were multiple owners and occupants of the building over time and noted that from 1963 to 1996 REI occupied the space. He said that REI was founded in 1938 by members of the Mountaineers in response to the difficulty in obtaining outdoor gear and equipment. He said the cooperative was an early and unique business model. He said that in 1955 REI hired Jim Whitaker as CEO; in 1963 Whitaker was the first American to climb Mt. Everest. He said they bought the building in 1968 and expanded to building to the north; in 1996 they moved to the South Lake Union location.

Mr. Peterson explained that Julian Everett was not a prolific architect but his work was finely detailed and carefully considered and noted that Everett designed the

Pioneer Square Pergola and Hotel Leamington. He said that he did not do many commercial buildings; in addition to this building, he did the one next door, the Pathé building and the demolished Seattle Cracker and Candy building. He said Everett retired in the early 1920s and died in 1955.

The subject building is a midblock, two-story structure with basement, designed in the Commercial or Chicago School style. The building structure is a reinforced concrete frame, concrete floors and foundation. The exterior is clad in red brick laid in running bond, and white stucco primarily at the parapet and window spandrels. The interior supports, visible and exposed, include a heavy timber post and beam system, and wood trusses.

The one primary façade faces east with 128 feet of street frontage, and is organized into six bays each approximately 21 feet in width. Each bay consists of a large windows separated by narrow red brick piers, with a modern storefront window system at street level, and modern sash second floor windows at all but one bay. The second floor window at the fifth bay retains the original wood Chicago-style sash, organized as follows: A central 24-light fixed portion is flanked by two narrow, vertically-oriented 8-light operable panels, which swivel about a central axis; the opening is protected by an interior and exterior wood-frame screen. All of the other second floor windows are modern replacements, with two large fixed panes occupying the central portion, and swiveling side panels.

A brick and stucco parapet, with a simplified and projecting cornice, hides the flat roof. At the fourth window bay, just right of center, the parapet is shaped into an arch with recessed green and yellow tiles in a net pattern. When originally built, this arch served to emphasize the main vehicular entry for the service garage. The rest of the parapet is enhanced with in-plane, simple but decorative brickwork, interspersed with slightly projecting white square panels, all of which serves to reinforce the bay structure of the façade.

Stucco window spandrels at five of the six window bays feature a slightly raised, green tile horizontal band centered with a larger circular tile. At the arched window bay, there is instead at the spandrel a raised, green tile horizontal band framed with yellow tiles. As evidenced by early images in newspaper articles, this frame originally served as signage and the name “Kelly-Springfield” was painted within.

At present, a large green awning covers the central four window bays below the second-floor window sills, obscuring the spandrels.

The south elevation is visible from the adjacent surface parking lot and from the sidewalk, including the basement level due to the drop in grade from the sidewalk. The exterior is clad in horizontal metal siding of recent vintage. At the west end of the basement level is a small covered loading dock and access door. At the east end is another access door and an original steel sash, painted-over window, both at the basement level; and an interior fire stair exit door at the first level adjacent to the sidewalk. The two door landings are connected by a wooden stair.

The west elevation, and north elevation visible at the building’s re-entrant corner on the northwest, are utilitarian in character. The board-formed concrete frame and tile infill walls remain visible, but the original large window openings have been reduced

in size. Current industrial sash windows on these elevations at the first and second floors are not original, based on the 1937 tax photos of adjacent properties, but are of indeterminate date. Original steel sash windows at the basement level, with wire glass panes, are covered on the exterior but visible from the interior.

The building is currently used as a retail shop for used clothing and used household goods. At the first level main entry, the interior is outfitted with modern cashier and check-out lines, drop ceilings with fluorescent lighting, vinyl flooring, and modern storefront windows. Beyond the entry area, however, the interior has been relatively unaltered. A small portion of the interior of the entry area walls near the storefront windows retains original wood wainscoting, when the space was used as a sales floor for trucks. According to tax assessor records, ceiling heights are 17 feet at the first floor, 13 feet at the basement, and 21 feet at the second floor.

The first level floor is largely wide open, with space for clothing racks and display of merchandise. Heavy timber posts and beams, and flat wood trusses supporting the floor above, are exposed. The flooring at this main level is composed of wood blocks treated with creosote, a somewhat unusual feature presumably dating to the original construction. Directly across from the entry is the original freight elevator and a wood stair leading to the basement and second floor.

He said the basement level is largely an open space used for merchandise display, with building structure exposed. The northwest portion of this floor, adjacent to the loading dock, is used for receiving and processing, and is separated from the sales floor by a partial-height wall. An unusual feature of the south interior wall at the basement level is a granite stone wall, used to test climbing boots when the building was occupied by Recreational Equipment Incorporated (REI). Floors are concrete.

The second floor also features large display areas and exposed building structure. The north portion of this floor is separated by a partial-height wall and includes business offices and operations, an employee break area, and restrooms. Floors appear to be the original oak and fir. The primary alterations to the building as it currently appears include replacement of all but one of the windows on the main building elevation, as well as most of the windows on the utilitarian rear and side elevations; addition of corrugated metal siding on south elevation, facing surface parking lot, to protect vehicles and pedestrians from the original and deteriorating hollow tile infill wall.; addition of fabric canopy over storefront windows; and interior alterations at entry, including cashier stands and drop ceilings.

The interior is relatively intact; only minor interior alterations have been made over the years to accommodate tenant requirements, particularly since the use of the building as a retail space from the late 1960s onward. Since 1995, an employee break area and employee restrooms beyond the main sales floor have been updated.

Public Comment:

Andrew Haas, area resident, said that it is a shame that the Pike Pine auto row buildings are falling one after another. He said they were special grand spaces made of old growth timber construction. He said the building meets the criteria and said it has a notable architect, a rich history and REI which has been iconic for decades. He said the building is on one of the last remaining intact blocks in the district and is

largely intact inside and out. He said that some windows have been replaced to remove some character before this landmark process and that the White Motor building has received the same treatment. He said that within the last year he has seen details being removed from the buildings. He supported nomination.

Ms. Barker said she is familiar with REI and Value Village. She supported nomination and said the building meets criteria C, D, and E. She said that the architect gave careful consideration to his projects – not all are commercial but they are done well.

Ms. Shadid supported nomination on criteria C, D, and E. She said that it is significantly associated with the economic heritage as auto dealership and with REI; she said it is the same argument as with the Schoenfeld Building. She said this is one of the only commercial buildings by the architect.

Mr. Luoma supported nomination and said that if not for REI then for Kelly and auto row. He said that the change to the windows is significant but the expanses are still there. He said the building was designed to show off the product and it has not lost its ability to show its significance.

Ms. Amato supported nomination and noted the building's relationship with REI, an iconic Seattle business. She said she wanted to hear more.

Mr. Carter agreed with Ms. Amato and said the building is not outstanding – it is a typical auto row building – but REI was there for 32 years. He said REI is well known and connected to economic heritage of City.

Mr. Murdock supported nomination and said it is not a typical nomination. He said the structure system is exhibited and the large window openings are there. He said that its relationship with REI is significant.

Mr. Sneddon supported nomination on C and maybe D and F. He said that it is long overdue and there should be an auto row district noting the transformative affect cars had on society. He noted the concentration of dealers, and supply parts. He said the building was designed architecturally for selling autos. He noted distinctive characteristics shared amongst auto row buildings. He noted REI occupied the building. He said the public comment provided a glimpse of the value of the building to local residents.

Ms. Porter agreed with Mr. Sneddon and said she supported nomination on criteria C and D – for auto row, trucks, REI and the building's interesting characteristics.

Ms. Walker Brems supported nomination on criterion F and requested a tour. She said that there has been so much destruction of auto row and that makes this more significant and she noted the association with REI.

Action: I move that the Board approve the nomination of the Kelly-Springfield Motor Truck Co. Building located at 1525 11th Avenue for consideration as a Seattle Landmark; noting the legal description in the Nomination Form; that the features and characteristics proposed for preservation include: the exterior of the building and the site; that the public meeting for Board consideration of designation be scheduled for

January 7, 2015; that this action conforms to the known comprehensive and development plans of the City of Seattle.

MM/SC/JM/AL 9:0:0 Motion carried.

111914.5 TRANSFER OF DEVELOPMENT RIGHTS

111914.51 Pacific Net & Twine Building
51 University Street

Jessica Clawson, McCullough Hill Leary, said they have two separate buyers of the 75,331.91 square feet – one for 65,000 square feet and the other for the rest.

Ms. Sodt explained that the building is a designated landmark; there is a signed Controls and Incentives Agreement and a Designation Ordinance; DPD has verified the square feet; and the building has been maintained.

Responding to questions Ms. Clawson said that the square feet are going to Kevin Daniels and to Touchstone.

Ms. Sodt said that the building maintains its historic relationship to the pier.

Public Comment: There was no public comment.

Action: I move that the Seattle Landmarks Preservation Board makes the determination that the Pacific Net & Twine Building at 51 University street has fulfilled the requirements for transfer of Landmark TDR pursuant to SMC 23.49.014 and Ordinance No. 120443 – that the building is a designated Landmark with a Controls and Incentives Agreement pursuant to Ordinance No. 124291; that the building is not presently in need of rehabilitation; that an authorization letter from DPD has been received and has identified the number of transferable square feet to be 75,331.91 square feet; and, that since rehabilitation work is currently underway, no security is required.

MM/SC/NC/JM 9:0:0 Motion carried.

Action: I move that the Landmarks Preservation Board approved the agreement entitled “COVENANTS FOR LANDMARK TRANSFERABLE DEVELOPMENT RIGHTS” as submitted to the Board as the legal agreement required as a condition to the transfer of development rights from the Pacific Net & Twine Building at 51 University Street, per SMC 23.49.014D(4).”

MM/SC/NC/JM 9:0:0 Motion carried.

111914.7 STAFF REPORT

Respectfully submitted,

Erin Doherty, Landmarks Preservation Board Coordinator

Sarah Sodt, Landmarks Preservation Board Coordinator