



The City of Seattle

Pioneer Square Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
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PSB 76/10

MINUTES for Wednesday, March 17, 2010

Board Members

Ann Brown
Erin Doherty, Vice Chair
Adam Hasson
Ryan Hester
Lorne McConachie, Chair
Catherine Person
Elizabeth Read

Staff

Genna Nashem
Melinda Bloom

Absent

Jeremie Lipton
Willie Parish

Chair Lorne McConachie called the meeting to order at 9:04 a.m.

031710.1 APPROVAL OF MINUTES:
Feb 17, 2010
MM/SC/RH/ER 7:0:0 Minutes approved.

031710.2 APPLICATIONS FOR CERTIFICATES OF APPROVAL

031710.21 **Alteration along First Ave S detour route**
First Ave S (Royal Brougham to Railroad)

Temporary alterations to First Ave S including sidewalks, curbs, paving, mediums, light poles, signage, trees and street furniture for three years to accommodate the detour route.

ARC Report: The applicants reviewed the drawings and renderings provided and explained that this detour is planned to last three years. They explained that this is necessary because this would keep the new proposed tunnel entrance accessible so that the entrance can be further away from historic buildings. ARC desired that the alterations, even if temporary, to be attractive and compatible with the character of Pioneer Square. They discussed whether the sign poles and span should be painted or left galvanized. The applicants explained that the light poles are thicker than normal to hold the light signal and therefore the Chief Seattle bases would not fit, it would need a custom one. ARC clarified that they would like to see the cement the mustard yellow color used and that the plastic yellow color was only allowed because it was

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necessary for the sensors for activation of the crosswalk. The applicants explained that the application shows that Railroad Ave is blocked for cars on the east side of First to simplify a complicated intersection, but they are working with businesses in the area to determine travel needs. ARC did not make a recommendation awaiting more information.

Applicant Comment:

Matt Preedy, WSDOT, Steve Beedle, King Stage II Project Manager, and Mike Johnson, SDOT presented via PowerPoint (PowerPoint is available in DON file).

Mr. Preedy explained the proposed temporary work from Holgate to King Streets was part of the larger program to replace the Central Waterfront portion of the viaduct. He said the transitional section from Royal Brougham to King Street had been designed to work with any alternative currently on the table or to the existing viaduct.

Mr. Beedle went over impacts to First Avenue using the PowerPoint. He said the staging will bring the traffic from 99 over to First Avenue and then up a ramp to connect to the Viaduct. In order to get four lanes of traffic through on First Avenue they will need to narrow the sidewalk in that area.

Mr. Preedy said they would likely have a solution for the Central Waterfront by the end of the Draft EIS process where a single option would be advanced by summer of 2011 and even if the Viaduct remained they would return First Avenue to its existing condition.

Ms. Doherty expressed concern about tearing everything out and not putting it back and that it could be left torn up for years.

Mr. Johnson said the WASCA detour and work along First Avenue had to be done to allow work on the viaduct to go on.

Ms. Nashem noted that at earlier briefings the tunnel entrance was on First Avenue but now the entrance to the tunnel is proposed on the WASCA site.

Mr. Beedle pointed out the area that needs widening to make room for additional lanes:

- Street trees need to be removed
- Light poles will be moved east and will remain 3' from the curb line
- Realign Railroad Avenue so it intersects with First Avenue further back
- Crosswalk changes
- ADA ramps
- Sign bridge over 99 and First Avenue. Sign bridge will be painted (a green-black) consistent with poles along 505 First Avenue. They will add a Chief Seattle base around the strain pole at First Avenue and Railroad Avenue.
- Existing pedestrian island on First Avenue and Railroad Avenue will be replaced with a smaller one. A new bulb curb with ADA ramp will be installed.

Mr. Beedle said a duct bank would run under the center of Railroad Avenue – it was all underground work.

Ms. Brown asked why trees weren't scheduled to go back until 2016 if this work was just for three years.

Mr. Preedy said for the Holgate to King Street portion the WASCA detour occupies First Avenue for three years and then the restoration work on First Avenue will begin including the trees.

Ms. Doherty responded to the proposed construction of new duct banks in Railroad Avenue, noting that bricks underneath the asphalt are historic material, and should be put back as they were found, before completion.

Mr. Hasson asked if there would be any loss to granite curbs.

Mr. Beedle said there would not.

Mr. McConachie asked about the timing of the lights etc. to maintain the ease of pedestrian movement.

Mr. Johnson said when the left turn lane signal is on, the pedestrian traffic signal would be activated and that the bulbing would compress the street to make it safer.

Ms. Doherty commented that there will be congestion and that the Pioneer Square street configuration makes it more difficult to get around.

Mr. Johnson noted that as a concern and said they are investing into way finding and trying to make maximum use of 4th Avenue and the new Spokane Street corridor. He said they are trying to give people alternative ways of getting around and get out of congested areas.

Messrs. Beedle, Preedy and Johnson confirmed that the stadiums, WSDOT, SDOT, SPD and the fire department were working together to manage traffic and be able to handle accidents, events and emergencies.

Public Comment:

Sara Jane Bellanca, resident said the work is inevitable and the applicants are doing the best they can and the stadiums have had a big voice through the process. She said she is comfortable with the Railroad Avenue diversion.

Ms. Read complimented the applicants on the presentation and understood the transitional nature of the project. She said she preferred green and white painting for the traffic signs rather than orange.

Ms. Doherty noted the change for access onto and from Railroad Avenue back on First Avenue and said it was a good revision to the plan.

Action: I move to approve a Certificate of Approval for temporary (for three years) alterations to First Ave S including sidewalks, curbs, paving, mediums, light poles, signage, trees and street furniture to accommodate the detour route as presented.

Code Citations:

District Rules

III. General Rules for Rehabilitation and New Construction

G. Street Paving

H. Curbs

XVI. Signal Standards

XVII. Sidewalk Treatment

SMC 23.66.190 Streets and Sidewalks

MM/SC/RH/ED 5:0:2 Motion carried. Mmes. Brown and Person abstained.

031710.22

IMO Asian Bistro

Scheuerman Block

704 First Ave

Installation of business signage

ARC Report: Mr. McConachie said that ARC reviewed and noted transparency issues. Viewing newly supplied photos he confirmed many of the signs had been removed. They also thought that the signage should be removed from the sidewalk café for it to be compliant. If these signs were removed, ARC agreed they could support three letters over 10 inches in the existing wall sign.

Staff Report: Ms. Nashem introduced the applicant and explained that the business had a different name and approval for their old signage; they changed their name and signage but didn't have approval for the new signage. During an electrical inspection DPD noticed that the business did not have COA for any of their signage. She said the guidelines would allow them to have two neon signs on Cherry and three on First Ave.

Applicant Comment:

Ms. Kim had no comment but was open to questions from the board.

Ms. Kim explained there would be one sign over the door.

Mr. McConachie noted that there are now three neon signs on First and two on Cherry which is consistent with the District rules.

Mr. Hester said removing all the extra signage was an improvement and noted the color of the proposed sign was appropriate and while the solid material didn't allow for transparency the location above the door was acceptable.

Ms. Doherty asked about the material of the outdoor seating rail.

Ms. Kim said it was Plexiglas and added that she had taken down all the stickers but the glue needed to be removed better.

Board members observed that there were several signs/flyers still up on the Cherry St. side window.

Mr. Hasson clarified on the Cherry Street side, that there was the Imo sign above the door plus two neon signs – Ms. Kim agreed – Mr. Hasson said those signs were appropriate.

Mr. McConachie stated ARC had asked for greater transparency into the establishment.

Ms. Doherty observed that it looked like it had improved quite a bit on First Avenue but not so much on Cherry Ave.

Board members discussed the window clutter.

Mr. Hasson asked about the white door on the Cherry St. side.

Ms. Nashem said it predated her tenure in the district and said the board could suggest the applicant paint it but could not require it because it was not part of the application.

Ms. Kim stated that she would be willing to paint it.

Public Comment: There was no public comment.

Board Discussion:

Mr. Hasson commented that there were too many event flyers/signs in the window.

Ms. Brown noted the transparency issue of too many flyers and people not being able to see into the space.

Action: I move to approve a Certificate of Approval for three neon signs along First Ave, and two along Cherry Street, the IMO sign in the transom window with three letters larger than 10 inches and is dependent on the reduction of flyers in the window.

Code Citations:

XX. Rules for Transparency, Signs, Awnings and Canopies

- A. Transparency Regulations
- B. General Signage Regulations
- C. Specific Signage Regulations
 - 1. Letter Size
- D. Neon Sign

SMC 23.66.160 Signs C.1, 4, and 6

MM/SC/AH/RH 7:0:0 Motion carried.

031710.23

Courtyard by Marriott

Alaska Building
618 Second Ave

Applicant did not attend meeting.

031710.24

North Lot Development

201 S King Street

Preliminary design and use approval for new construction on the North Lot.

The westerly podium contains 392 parking stalls, 12,750 Square feet of retail on the ground floor and 668 residential units. The podium contains three towers with the tallest tower 240 feet tall. The easterly podium contains 491 parking stalls, 11,750 square foot of retail and 425,000 square feet of office. The building is 239 feet tall.

An access drive will be located between the east and west half of the north lot.

ARC Report: ARC reviewed the plans and rendering provided. ARC thought the proposed massing complied with the SMC. They thought the layout of the buildings including the private drive between the buildings, the setback at Occidental and the convertible plaza/loading access between King Street Station as well as the upper floor setback near King Street Station, provided a connection to the District. ARC discussed that the scale will really be determined by the details of the building and materials especially at pedestrian level and that these details will be essential to make it compatible to the character and scale of the District. ARC recommended approval of preliminary design and use.

Staff report: Ms. Nashem explained that preliminary design is for the height, bulk of the building how it is laid out on the property, setbacks and may include the concept of the podium base with towers. Board comments are required for exceptions to code so previously the Board reviewed and

recommended the exception for the additional length of setback at the corner to align the end of the setback with Occidental Ave.

Alan Cornell introduced the presentation noting their design response to board input and said they believed they have a project that incorporates the board's comments and is consistent with Livable South Downtown as well as the new code.

- Focus views on Pioneer Square
- Respect rectilinear grid of Pioneer Square
- Visual terminus to Occidental
- Avoid canyon affect on 2nd Avenue
- Design distinct buildings - differentiate between office and residential.
- Avoid cantilevering buildings over sidewalks – bring building to street level in places
- Add retail, green-walls and special features to add dimension to facades
- Add curb parking
- A variety of upper level setbacks and building massing
- Reflect industrial character
- Respond to rhythm – avoid copying historic buildings
- Integrate

John Chau went over the model showing how the massing and height and noted that texture will differentiate office from residential, e.g. balconies on residential. He noted the challenge of how much solid material to bring up so as not to appear heavy and oppressive.

Don Miles noted and they will bring buildings “down to street” to minimize a podium. He said they intend to have a sustainable design project pointing out green roofs in the 3-d image and said they were planning rain gardens and green walls and screens and operable windows that will add dimension to the façade.

Mr. Hasson asked about planned programming for the plaza area between the three buildings.

Mr. Chau said the plaza was placed on that side for the sunlight and said that at street level the plaza will be public space while upper levels will be for tenant use.

Mr. Miles added that the indoor common area amenities included community rooms and noted that the street level public use is in an area with a lot of stewardship to ensure that it is active all the time. He said that the space communicates with Occidental Park and added that they think of the public spaces as part of a network.

Asked if the residential units would be condo or rental units Mr. Cornell said it could be a combination but it was still to be determined.

Ms. Doherty asked about the office building parking.

Mr. Chau said the drawing does show floors 3, 4 and 5 as open parking on the office building which includes 491 spaces of replacement existing parking for the North Lot. He went over the residential building parking pointing out that it was fully enclosed.

Mr. McConachie observed that the model was illustrative of the scale difference pointing out that this is an edge and that across 4th was another edge with modern taller buildings. He noted the subtle transition here between multiple buildings per block to one building per block. He said he looked forward to seeing alternatives to explore how to break down the buildings noting it was a critical piece to how it will fit into Pioneer Square and complement it in a modern way.

Ms. Doherty noted the residential building has more flexibility with massing. She said the office building would be more of a challenge and cited the open parking levels as complicating it more. She said that there are other examples of large modern buildings near Pioneer Square and the International District that are not good examples but that this project could be a good example of what new construction should be.

Public Comment:

Sara Jane Bellanca, resident, said it was good that the project is moving forward.

Board Discussion;

Ms. Brown liked how they opened the corner of King and Occidental.

Mr. Hester said from overall bulk, mass and scale he said he was impressed with the design and said it reads “orthogonal” noting the slight angular nature in the towers but that it also reads “Pioneer Square”. He noted the proximity of King Street Station and encouraged the applicants to take a close look at the integration and traffic flow between the two sites.

Action: I move to approve a Certificate of Approval for Preliminary Design and use approval for new construction on the North Lot. The westerly podium contains 392 parking stalls, 12,750 Square feet of retail on the ground floor and 668 residential units. The podium contains three towers with the tallest tower 240 feet tall. The easterly podium contains 491 parking stalls, 11,750 square foot of retail and 425,000 square feet of office. The building is 239 feet tall. An access drive will be located between the east and west half of the north lot. All as shown in the drawings and renderings provided per

Code Citations:

District Guidelines for New Construction on the North Lot

I.A Guideline Goals

III. Context

IV. New Construction Design

IV.A. Massing

IV. B. Building Heights

IV. C Setbacks

IV. D. Scale

IV.E. Street Wall

V.III. Use

A. Street Level Uses

B. Upper Stories

C. Parking

SMC 23.66.140

SMC 23.49.180

Secretary of Interior’s Standards for Rehabilitation: 9 and 10
Guidelines for Setting

MM/SC/ED/AB 7:0:0 Motion carried.

031710.3

BOARD BUSINESS

Ms. Nashem said the Board Retreat was coming up and the proposed topics include a review of the District Rules, North Lot Guidelines, Pioneer Square Economic Committee, Enforcement,

Streamlining (A-boards), Administrative Review. The retreat will be at Mithun, 1201 Alaskan Way, from 9 – 11 a.m.

Ms. Doherty asked about the proposed height increases in the district.

Ms. Nashem said they had not been finalized and she would follow up and check on it.

031710.4 **REPORT OF THE CHAIR:** Lorne McConachie, Chair

031710.6 **STAFF REPORT:** Genna Nashem

Genna Nashem
Pioneer Square Preservation Board Coordinator
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