



The City of Seattle

Pioneer Square Preservation Board

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PSB 2/21

MINUTES for Wednesday, January 6, 2021

Lynda Collie	Present	<u>Staff</u>
Kianoush Curran	Present	Genna Nashem
Sam Dawson	Present	Melinda Bloom
Alise Kuwahara Day	Present	
Brendan Donckers	Present	
Audrey Hoyt	Present	
Alex Rolluda, Chair	Present	
Felicia Salcedo	Absent	

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

In-person attendance is currently prohibited per Washington State Governor's Proclamation No. 20-28.5. Meeting participation is limited to access by the WebEx meeting link or the telephone call-in line provided on agenda.

010621.1 APPROVAL OF MINUTES:

August 19, 2020

MM/SC/AH/LC

3:4:0 Minutes approved. Mmes. Curran, Kuwahara Day and Messrs. Donckers and Dawson abstained.

September 2, 2020

3:4:0 Minutes approved. Mmes. Kuwahara Day, Curran, Collie and Mr. Dawson abstained.

010621.2 PUBLIC COMMENT

There was no public comment.

010621.3 APPLICATIONS FOR CERTIFICATE OF APPROVAL

010621.31 Rapid Ride Stations

Northbound Columbia St and Alaskan Way (Stop 1558) - 61 Columbia St

Northbound Alaskan Way and S Jackson St (New Stop) - 304 Alaskan Way S/74 S Jackson St
Southbound Alaskan Way and S Jackson St (New Stop) - 401 Alaskan Way S

Installation of shelters and associated lighting, signage and equipment

Staff report: Ms. Nashem explained the project was presented at the Sept 16, 2020 Board meeting for a briefing. At the briefing, the Board provided feedback that they would need to see the proposed design in context of the location that it will be built. The Board agreed that generally a more neutral color is preferred, in this case one of the grey colors. They thought that having the red color on the horizontal part of the pylon was similar to a business blade sign and would be recognizable. The station includes moving image signage which has been allowed for public information in context of transportation systems as long as no advertising is included. Moving image signage would otherwise be prohibited. Another exception requested that was not discussed at the briefing is that this station design also includes backlit signage that is prohibited in the district rules. If the Board would like to see alternative lighting for the signage, the Board may table the application to allow for the applicant to provide alternatives at a future meeting. The applicant is aware that this is an issue and may address this during the presentation. The Board discussion should include if the use in the station is different than the use on a business sign.

While the waterfront of Pioneer Square has changed a lot over time, the area is still part of the historic district. While reviewing the plans for the waterfront the Board had concerns that the contemporary nature of the some of the designs and required elements such as the three globe light fixtures and brick elements be added to the waterfront plans with in Pioneer Square to help address the concerns. Pertaining to the color the applicant referenced a blue storefront and pink railing that they thought should set a precedent for their shelters structures to be red. The pink railing was painted without approval. The blue color, staff approved administratively. Admittedly it is a brighter color than I expected based on a small paint sample. I also received a complaint about the color.

The locations, pads and hooks ups for the stations were approved with the Waterfront Seattle project as these needed to be installed with the sidewalks. The design, colors and materials of the stations was to be brought to the Board for review separately. While there are no existing specifications for bus shelters in the Rules and the Code refers to exterior building design, the Board can consider to the extent that the Code, the Rules and the Secretary of Interior Standards applies to bus shelters/stations for consideration of the compatibility of station in Pioneer Square Preservation District.

Jerry Roberson, King County Metro proposed installation of three new RapidRide Stations on Alaskan Way. Prior to Alaskan Way Viaduct Demolition, Metro routes serving West Seattle and Southwest King County traveled along the Viaduct and used the Columbia and Seneca Street ramps to connect to the Seattle central business district. With the completion of the Viaduct Demolition, Alaskan Way

Reconstruction, and Columbia St. 2-Way Project, these routes now use SR 99, the Alaskan Way surface street, and Columbia Street for both ingress and egress of the Seattle CBD. In 2021, Waterfront Seattle will add transit-only lanes from S Dearborn Street to Columbia St to improve transit speed and reliability. Being able to run on Alaskan Way and Columbia St allows Metro to better serve people who live, work, and visit Pioneer Square and Downtown. Temporary bus stops are currently provided at Columbia Street, but current construction of Waterfront Seattle doesn't allow for temporary stops at S Jackson Street. In 2021, permanent RapidRide stations will be constructed at Columbia Street and S Jackson Street.

Bryan Macik, King County Metro explained at an earlier briefing the board had reservations about the default color red and they brought another option. He asked for board exception for moving image signs that will provide real time information on bus arrival. He asked for an exception for pylon with "Rapid Ride" backlit sign. Via renderings (full presentation package in DON file) he showed context and placement of the proposed stations. He indicated that stations are placed away from the buildings, 15' from building at Columbia Station, and 20' from building at Jackson. He said Metro's preference is use of red because it is a strong brand that is consistent across the system. He said the gray option is not as recognizable.

Mr. Macik said Metro's new RapidRide "kit of parts" is at 100% design and includes: shelter, tech pylon, bench, and lean rail. The new kit of parts is designed to be more rider-friendly: more transparent surfaces, higher quality materials, and flexible configuration. He said the RapidRide brand will be consistent across King County RapidRide kit of parts offers flexibility: shelters come in small/medium/large lengths and narrow/wide roofs, windscreens on sides and back can be added or removed based on site constraints, stations have a typical layout, but elements can be moved around based on site constraints and/or needs. He said cladding colors are applied to station furnishings as a final installation element. He proposed clear glass on back and sides with frosted glass on roof. He said lighting will be warm with use of LED strips with adjustable brightness.

He said each RapidRide station will include:

- RapidRide shelter (2 at northbound Columbia, 1 at northbound Jackson, 2 at southbound Jackson)
 - each shelter is cantilevered and installed in a concrete foundation.
 - each shelter consists of a steel frame, a portion of which is covered in aluminum cladding, rear and side windscreens made of clear glass, steel roof frame, and frosted glass roof panels.
 - each shelter includes light strips on the front sign band and around the map case.
 - each shelter includes a map case and applied graphics indicating the stop.
 - location, RapidRide line letters, and regulatory information.
- He said that each station includes a RapidRide tech pylon.
 - Each tech pylon consists of a steel frame covered in aluminum cladding, two real-time information system (RTIS) displays, an ORCA card reader,

backlit “RapidRide” logo, a small down light for visibility, and internal electronics.

- Each tech pylon includes applied graphics indicating RapidRide route information, RapidRide line letters, and regulatory/accessibility information.
- One route information sign at the head of the stop and one with area information at the rear of the stop.
- Standard 35-gallon trash receptacle
- Standard small electrical cabinet
- Area lighting (pedestrian-scale) will be provided by Waterfront Seattle. Metro will not be installing additional lighting beyond what’s provided by the shelter and tech pylon.

Mr. Rolluda asked how rainwater is handled.

Mr. Macik said there is a slight slope to back as indicated on rendering. He said there is a rainwater channel with conduit down column; water is released to sidewalk.

Ms. Collie asked if there are any areaways at the sites.

Mr. Macik said it is all new construction where the waterfront is.

Mr. Rolluda asked about Kelvin in district.

Ms. Nashem said it is between 3000 and 4000.

Mr. Dawson asked the assertion that red signage has better visibility.

Mr. Macik said they conducted a focus group; red color what was they saw as associated with RapidRide.

Mr. Rolluda asked if there is an option for red tech pylon and gray shelter.

Mr. Macik said no but it could be done. He noted the desire to minimize the number of colors.

Discussion ensued about the compatibility of the colors and elements of the kit of parts with the historic district and how those elements might be customized for the least impact. Visibility of transit station was seen as important with red being more recognizable than gray. Board members explored ways to minimize the red color while still providing visibility for transit users.

Ms. Kuwahara Day asked if the applicant has talked to community or organizations in the district about the colors.

Mr. Macik said they haven't recently but did about three years when working with property owners who said they had no issue with the colors, only the spacing from their buildings.

Ms. Hoyt suggested a mix and match approach, using red shelter and gray pylon.

Mr. Macik said that individual pieces of cladding are used so a mix and match approach is possible. He noted maintenance costs are an issue but that they have the ability to change panels.

Ms. Curran agreed and said the stations must be visible and recognizable. She said that although the color red reminds her of an emergency room sign, the branding has been established and red is associated with RapidRide. She suggested toning down the red, having the entire pylon red and just the horizontal part of the shelter be red with gray verticals.

Mr. Dawson asked if this had been done before.

Mr. Macik said it would be new; the H Line will be the first to get the new kit of parts.

Ms. Kuwahara Day asked what was decided for ISRD shelter.

Mr. Macik said that was part of the R Line project which is on pause for now. He said no formal proposal has been made but a briefing was presented.

Ms. Kuwahara Day said the gray is less recognizable. She suggested the entire tech pylon be red and leave shelters gray.

Ms. Curran concurred.

Ms. Nashem asked board members to discuss use of back lit signage and if what is proposed here is different from business signage, if distinctions have been made for changing image signs because it is for transit system and updated information is important to system.

Ms. Kuwahara Day said that because it is for a transportation system changing image sign is allowable. She preferred the RapidRide backlit sign not be lit; other lighting will draw people to the area anyway.

Mr. Macik said they prefer to keep the brand intact and could leave backlit light turned off.

Ms. Hoyt said public transportation is distinctly different from business signage; it serves as a beacon for users, creates a sense of safety and provides visibility.

Mr. Rolluda said that public transit needs to be seen on a gray rainy day and signs are important. He said signs attached to buildings are different and would not be in

character of the district. He said because this is a transportation sign, he supported it. He supported changing image sign because of the nature of the transportation system.

Ms. Curran concurred with Ms. Hoyt and Mr. Rolluda. She said what is proposed falls within exception of the rules and she accepted lighting as proposed.

Ms. Collie agreed and said this is not business signage, it is for transportation. She said using more of the gray than red is more compatible. She said having tech pylon red and shelter gray allows for use of red for branding and visibility.

Ms. Collie left meeting at 10:02 am.

Mr. Donckers said he had no concerns. He said the more the red can be subdued with use of gray, the better.

Mr. Roberson noted break point for colors is at seams which will allow for some customization within the established kit of parts.

Mr. Macik noted there is a seam between two pieces of cladding and said the "C" and "H" line letters are applied so can be moved.

Ms. Kuwahara Day preferred a minimal amount of red that will still allow for recognition and visibility.

Mr. Rolluda concurred and supported red pylon and red horizontal stripe on all gray shelter.

Ms. Hoyt agreed and noted that tech pylon should be red. She said signage exceptions are allowed because this is for public transport and she noted the need to keep it streamlined and identifiable.

Mr. Dawson concurred. He noted that as a public resource, visibility is key.

Mr. Donckers concurred and supported an all gray shelter and a red pylon.

Mr. Rolluda asked if applicants would amend application to reflect board preferences.

Messrs. Macik and Roberson agreed.

Action: I move to recommend granting a Certificate of Approval for: Construction of Rapid ride shelters in grey with a red Rapid Ride sign on a red pylon. The back lit signage is approved in this application because of visibility and safety for users of the Rapid Ride system. The changing image sign is approved because it is necessary to have up to date information for the transportation system under the condition that no advertising is included. All per the plans provided.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the January 6, 2021 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

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.

The following architectural elements are typical throughout the District and will be used by the Board in the evaluation of requests for design approval:

- 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)

Secretary of Interior's Standards

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.

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

A friendly amendment was made to change "stations" in motion to "shelters" and to state that the backlit and moving image signage falls within clear exception in that it is not a business application and is specifically for transportation.

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

Mr. Roberson thanked the board for the process and said a good precedent has been set for future historic districts.

010621.4 BOARD BUSINESS

010621.5 REPORT OF THE CHAIR: Alex Rolluda, Chair

010621.6 STAFF REPORT: Genna Nashem

Ms. Nashem said she contact the Mayor's Office about board appointments and noted the need to fill vacancies and move forward.

Regarding Guidelines Revision updates she said the contractor is to get back to her this week. She asked that any updates be sent to her.

Genna Nashem
Pioneer Square Preservation Board Coordinator
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