



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 235/19

MINUTES for Wednesday August 21, 2019

Board Members

Lynda Collie
Kianoush Curran
Alise Kuwahara Day
Carol O'Donnell
Audrey Hoyt
Emma McIntosh
Felicia Salcedo

Staff

Genna Nashem
Melinda Bloom

Absent

Brendan Donckers
Alex Rolluda

Carol O'Donnell called the meeting to order at 9:00 a.m.

082119.1 APPROVAL OF MINUTES:
June 5, 2019
MM/SC/KC/EM 7:0:0 Minutes approved.

082119.2 APPLICATIONS FOR CERTIFICATES OF APPROVAL

082119.11 On the Field
901B Occidental Ave S

Installation of Verizon sign on the north wall sign
Tabled.

082119.12 74 S Jackson St

Final design for demolition of the existing parking garage and new construction of a seven-story office building, with ground floor retail and an enclosed rooftop amenity space, with street scape and alley improvements.

Materials: brick, steel, aluminum windows

Uses:

| | |
|-------------------|---|
| Level P 1 | Parking: 42 spaces for vehicle parking and 40 spaces for bicycles; building mechanical and storage |
| Level 1 | Retail 8037 sq feet, office 9827 sq feet, building mechanical, parking, 51 (+1 on street) spaces for bicycles |
| Level 2 - level 7 | Office |
| Rooftop | Amenity space 5,581 sq feet, terrace 12,744 sq feet |

Jerry Garcia, Olson Kundig, thanked the board for the feedback which he said was instrumental in design development over time.

Greg Smith thanked the board for donating time and expertise. He said it takes a long time and is worth it and is how we preserve the historic district. He provided a bio of his company and noted his family's long-time history in Pioneer Square. He said Olson Kundig was awarded the project because of their understanding of the significance and the flavor of Pioneer Square.

Tom Kundig provided history of the firm and their long-term vision of Pioneer Square. He said the design is deeply rooted in the context of the district; they looked at the larger picture and the nuance level.

Full design packet in DON file; following are board and public questions and comments.

Rhoda Lawrence, BOLA, provided an overview of the historical report and noted the full report was presented to the board in April 2017 (full report in DON file). She said the garage was built in 1919 and was one of the earliest garages in the City. In 1974 buildings were starting to be categorized and in 1979 this building was classified as an 'intrusion'. She said the building is classified as historic but non-contributing on the National Register listing.

Mr. Garcia said on April 25, 2017 board members agreed that the building was non-significant. He said the neighborhood is complex and he went over key characteristics that give the neighborhood its richness. He explained they conducted a block analysis and identified varying heights found in blocks throughout the district. He said the design takes inspiration from what is in the district and they showed how each element informed what the building would become. He said historic rooftops exhibits a variety of shapes; this building will have a more irregular top.

Mr. Kundig said the building will be of the neighborhood and will be a quiet building. He went over the pedestrian experience and showed the development of the transparent base and how the building is different as you move around it. He noted the changing window patterns which pick up on development patterns in the area. He explained how the building relates to the C & H Building next door. He explained how they picked up on alley experiences and historic and retail relationships.

Mr. Garcia went over the brick palette. He said they surveyed brick used in surrounding context and directly adjacent. He said they are using back of brick to get imperfect textures of bricks used in the past.

Mr. Kundig said they are mixing two colors of bricks for subtle mottling.

Mr. Garcia stated landscaping on Alaskan Way will be part of the Waterfront project. On Jackson Street, three street trees will be planted; they prioritized trees over weather protection. He said they worked with an arborist and selected a type of Elm tree which will be planted in planting bed with metal rail around it. They will reuse as much of the historic brick in alleys as possible. He said there is no areaway on site, just a small void. He said they want rounded curb at alley curb cuts, SDOT wanted chamfered. They will use granite to replicate historic curb. He said they used a simple language for roof top amenity similar to residential work. Lighting is as discrete as possible; everything is flush within rail system. He said there are a couple wall washers. Typical lights in awnings are discrete. He said the building is minimally visible from two areas in Kobe Terrace.

Mr. Garcia noted requested departures related to alley width, loading dock, overhead weather protection.

ARC report: Ms. Kuwahara Day stated ARC reviewed the plans, renderings and samples provided. The applicant team provide the history of the building including correct date the building was built as 1919. They identified the character defining features which have been altered and said the building does not portray the character of the District. The applicant team identified the District's elements of scale, including the buildings in the immediate area, and identified how those elements are reflected in the building design. They displayed the material and colors proposed. The team discussed the landscaping including adding three new street trees and salvaging brick for reuse in the alley along with compatible new brick. They reviewed the departures requested. They specified that SDOT had requested that they use chamfered corners on the alley apron rather than rounded corners which they had not previously discussed with the Board.

In response to the alley apron, the ARC said the applicant should identify if there were granite curbs along the alley apron and if there was an areaway that would be affected by the chamfered corners. The ARC said that the rules specify that granite curbs should be retained, and the areaways protected. In general, the ARC preferred the rounded corners consistent with the rest of the District.

Public comment letter from Greg Aden was read.

The ARC appreciated the depth of the analysis of the District and the use of building design elements from the District in the building design. They thought the way the building was articulated produces a scale compatible with the area. They said the building design truly fits in with the character of the District.

They noted the alley was being repaved with brick including salvaged brick and garbage is stored inside the building.

ARC said that the Departures are reasonable and consistent with others that they have approved.

ARC recommended approval.

Staff report: Ms. Nashem noted for discussion, but not limited to these points:

Architectural or historic significance. The SMC23.66.115 Demolition asks the Board to determine if the building or structure has no architectural or historic significance; or if any part of the building should be retained because it is significant. The Building has been listed on the District National Register listing as Historic, Non-contributing. Historic because it was built during the period of significance and non-contributing because it has been altered and had lost integrity. The Board should discuss the history of the building and alterations. The National Register listing is one factor to consider as well as the alterations to character defining features of the building and whether it architectural or historic significance that contributes (or not) to the local review district overall.

Height, bulk and scale. The Board should also discuss height, bulk and scale including how it compares to other buildings within a block and the specific design elements create a scale compatible to the surrounding structures and to the District. The maximum height limit on this lot is 100 feet for an office building. The applicant is proposing 100 feet for the pending application. The Board should refer to SMC 23.66.180, which relates to "Exterior building design" and the definition of "scale" at SMC 23.84A.036.

SMC 23.66.180 provides in relevant part:

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:

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.

SMC 23.84A.036

"Scale" means the spatial relationship among structures along a street or block front, including height, bulk and yard relationships.

Rooftop Amenity Area.

See SMC 23.66.140.C.4.j for height, set back and coverage requirements when a rooftop amenity is included.

The amenity space can be allowed up to 15 feet and the elevator is allowed up to 20 feet. Set back is 30 feet from the street.

Materials and colors. The Board should also discuss materials and colors of the structure. Please refer to SMC 23.66.180 and the District Rules for guidance on materials and colors.

SMC 23.66.180.A provides:

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.

The Board should also refer to Secretary of Interior's Standard 9 which seeks new development to be "differentiated from the old and compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment" and Preservation Brief 14 because the application involves a new building being an addition to a Historic District. The article provided by the Secretary of Interior on revising Brief 14 talks about how to apply Brief 14 to new construction in a historic district.

"Another topic that is not included in the brief because it is not an addition is new construction on the site of a historic building or adjacent to a historic property. New construction as it relates to historic buildings may sometimes also be considered infill. It is reviewed in rehabilitation projects from the standpoint of how it impacts the character of the historic building and, when applicable, the historic district in which it is located. The historic property must remain predominant and its historic character must be retained. Generally, the same recommendations for compatible new additions apply equally to new construction."

Land Use Departures. While the Board has expressed support for departures, at its August 1, 2018 meeting departures are included in this final design. Specifically, the SMC23.66.170 B. To mitigate the potential impacts of required loading on the District, the Director of Neighborhoods, after review and recommendation by the Preservation Board, may waive or reduce required loading if reasonable application of the loading standards will adversely affect the visual character of the District. The Board should reiterate the consideration of

the reduced loading zones. The Board should express how departure would result in a development that better meets the requirements of this [Chapter 23.66](#), the district use and development standards, and the purpose for creating the district.

Board Questions:

Ms. McIntosh said the street tree should be the London Plane.

Mr. Garcia said that the City Arborist said the London Plane is problematic.

Ms. O'Donnell said to protect the areaway at 80 S. Jackson during construction.

Ms. Kuwahara Day asked where brick will be reused.

Mr. Garcia said that alley bricks will be used for runnel so you can get a feel for how they fit in the context.

Ms. McIntosh asked if any of the load bearing timber from the existing building would be preserved.

Mr. Garcia said that it is consistent for them to incorporate any historic materials in projects but there is some concern about contamination because of the petrol station that used to be there. He said they intend to reuse timbers that are not hazardous, and they will salvage what is possible. Any bricks not used will go to storage.

Public Comment:

Greg Aden, Save Our Square (SOS), cited an article by Jeffrey Ochsner. He said that the garage is a significant contributing structure, largely preserved. He said they appealed the last iteration of this project. He said the building is an early cast in place structure and the only changes are to the windows and cornice; the stucco is original. He said Rhoda Lawrence said there was a lack of integrity. He said Larry Johnson said it is only missing the cornice and steel industrial sash and it looks close to what it looked like originally. He said it is intact and should be saved. He said the building is representative of the rising auto ownership and commuting. He said it is representative of the third era of Pioneer Square district construction and is part of an architectural ensemble that makes the district noteworthy. He asked why save others and not this one? He said not to eliminate history; the building should be deemed contributing.

Susan Peresien, 80 S. Jackson resident, echoed Messrs. Aden and Ochsner's comments. She said the work seen here is beautiful, but it is not in keeping with the neighborhood. She said this building is a historic asset and tearing it down would be a mistake. She said that newer is not always better. She said three years ago University of Washington wanted to tear down the Nuclear Science Building. She said in her role as Superior Court Judge she ruled in favor of University of

Washington. She said the decision was reversed by the Supreme Court, but the building had already been torn down. She said she appreciated all the work.

Leslie Hayes said she submitted comments.

Karen True, Alliance for Pioneer Square, supported the project and was excited about the alley attention and the great connection to the waterfront.

Adam Michelson, owner C & H Building next door, said he enthusiastically supported demolition, construction and the departures but gave a nod to Mr. Aden and Save Our Square. He noted frustration about massing and scale on the previous owner's project at this site. He said Olson Kundig is treating the elements of scale as an asset, the other developer was fighting it. He said they solved the scale and massing issues to make the building fit in. He expressed concern about alley restoration and asked for more information on brick restoration. He said that is the primary entrance to his building. He wants to see the transition from remaining alley and how that will work into the restoration. Regarding the apron on to Jackson he asked if there is a relationship on Main Street and if there is a step-off or an actual curb.

Ali Ghamberi said he appreciated keeping Pioneer Square intact. He said that Pioneer Square is important, and he recently invested a large sum of money in Good Art, and Cherry Street Coffee in Occidental Park. He supported the project.

York Wong, Pioneer Square resident, said he named the alley 'South Post Alley'. He said of all the alleys in Pioneer Square, this has the most historic pavers from bricks from after the fire. He pointed out original pavers in 70-80% of the alley. He said before signing off on this project, to think of the value and contribution of original brick. He said what was missing in the presentation was that not a single car or auto was shown in slides and what impact this building will have on Pioneer Square and the larger City. He said the traffic study provided was antiquated. He said the metrics were done based on 1st and Main which is not reflective of this site. He said this area is ground zero for traffic jam and that was not mentioned. He cited an August 14, 2019 Seattle Times article that said it took 45 minutes to go four blocks; he will provide a photo of traffic at this site.

Mr. Aden said to deny the application. He said in January 2016 SOS appealed the decision and the Hearing Examiner found in SOS's favor – that the building was out of scale. He said the last design was four times the scale; this design is three times the scale. He said scale is a valid objection when it is three times the mass.

Board Discussion:

Demolition

Ms. O'Donnell said she was in favor of demolition of the existing building. She said to reuse wood timbers if they are not contaminated. She said the Frye and McCrea are existing examples parking garages in the district. She said a 1974 survey found

this building to be insignificant and non-contributing. She said DAHP agreed. She said the windows were changed, cornice removed, parapet removed, repair section and gas pump were removed.

Ms. Nashem noted that financing is in place for two-year completion.

Ms. Hoyt asked if it is currently a fully functioning garage.

Ms. O'Donnell said it is.

Ms. Nashem said over time the National Register has used different terms. She said currently it is historic contributing to reflect buildings built during the period of significance with integrity; historic non-contributing to reflect buildings built during the period of significance but altered so as to no longer contribute; and non-historic non-contributing which reflects buildings not built in the period of significance. She said this is a piece of information in looking at the bigger picture of how a building contributes to the district.

Ms. Collie said the board cannot approve demolition of a building without approval of the new one.

Ms. Nashem said that is correct.

Ms. Hoyt supported demolition. She said it is from the time period, built in 1919, but it doesn't contribute any longer. She said to keep the story of what it was with a plaque -a homage to what was there. She said not to prioritize a building like this.

Ms. Collie agreed. She said to salvage anything possible tells a meaningful story.

Ms. McIntosh said the applicant committed to use as much of the existing timber material as possible, marking time of how the building was created.

Ms. Kuwahara Day concurred.

In his absence Mr. Rolluda's comments were read into the record. He said it is one of the few garages in the district. He said to use salvageable materials if possible. He suggested a plaque honoring the history of the building.

Ms. O'Donnell said not to limit to a plaque but the motion should indicate a desire for interpretation of history of previous use as a garage.

Greg Smith said it is a value they plan already; they are happy to use what they can.

Height, Bulk, Scale

Ms. Collie appreciated the depth of study into the neighborhood and bringing forth characteristics to the new structure. She said they catalogued elements of characteristics and took note of everything in district – light wells, roof patterns, ect.

She said the new building is very representative and is in theme of a good fit in the neighborhood.

Ms. O'Donnell agreed. She noted the varying heights in many blocks in Pioneer Square – the Schwabacher and Hambach buildings. She said height is not a problem and 100' is allowed. She said the building is not out of scale to other blocks.

Ms. Hoyt agreed. She said that other new buildings such as 450 Alaskan and existing 419 Occidental were taller. She said the team has done an excellent job of breaking up the mass 1/3 – 2/3. She said the storefronts and articulation are a success; it feels like multiple buildings. She said the new building is more attractive than what is there now. She said the design intent is impressive.

Ms. Curran said it is worth noting that scale is defined in the Rules; she cited SMC SMC23.84A.036. She said in this context, scale is compatible with the district and surrounding structures.

Ms. Kuwahara Day appreciated the corner and stepdown, bulk and scale, window proportions, secondary facades as representative of district.

Ms. O'Donnell said the light well slight cant helps break up the scale. She said it doesn't feel like a single building from any direction. She said she appreciated the warehouse type and modern look windows that is similar to Schwabacher building. She said the secondary façade is simple like the Smith block. She said the varied brick brings the building down to more of a pedestrian level. She said the glass will be clear as possible. They have done a nice job on the lighting; it is functional but subdued and the focus is on the light and not the fixtures.

Ms. McIntosh said the planter bed is discouraged in District Rules. She asked who will maintain them.

Mr. Smith said the City will maintain them.

Ms. O'Donnell said the east-west alley is preferred entry for parking and loading entrances and even Nord Alley which is a Festival Street still serves as a parking entrance and they manage that nicely. She said the irregular roof top adds to the reduction of scale. She asked if there was any plan for the entire alley.

Ms. Nashem said there is not an overall plan; the board has previously approved brick restoration behind the C & H Building. Unless there is utility work, nothing is planned.

Departures

Regarding the 2' reduction along the property line, Ms. O'Donnell said it makes sense to continue the historic width of the alley. She said the demarcation has been OK'd elsewhere. She said the loading dock departure with a dock management plan has been OK'd elsewhere. She cited SMC 23.66.170b. She said the building

character is more pleasing without it. She said canopy at entry will emphasize the articulation of pieces of the façade rather than look like a big building. She said the bus stop is just a drop-off stop, not for waiting.

Ms. Collie said XVIII Alleys says they should be repaired and repaved in original where available.

Mr. Garcia said they are salvaging all brick.

Ms. Hoyt asked if there is lighting in the alley.

Mr. Garcia said there is; it will be focused downward.

Ms. McIntosh said a loading bay provides fewer benefits to the pedestrian character of the neighborhood.

Ms. Kuwahara appreciated the design. She said to salvage as much brick as possible and to organize it better than it is now – there are concrete patches now.

Ms. O'Donnell said 80 S. Jackson areaway is significant and it is right next door.

Mr. Kundig said they are not touching it.

Ms. Nashem asked if chamfered corners might impact areaway.

Mr. Garcia said it is not a full width areaway.

Greg Aden asked the directional flow of the alley.

Mr. Garcia said it is historically one-way north.

Ms. Hoyt cited SOI 9 and said the team has done a successful job of creating a compatible but differentiated as new building. She said they have recreated the top, middle, and base. She appreciated the look and feel of the brick, window openings and recesses. She said they have done much study and have taken the best of modern technology and created a new experience that is differentiated. She said it is a nice balance.

Ms. O'Donnell said there is no faux historicism.

Ms. Hoyt noted the high-quality material.

Ms. Nashem suggested amending the motion to acknowledge the history of the building in some way, salvage as much brick as possible, restore and preserve, and granite curb as the Board discussed.

Action: I move to recommend granting a Certificate of Approval for:
Demolition of the existing parking garage.

Final design for new construction of a 7-story, 100-foot office building with ground floor retail and a rooftop amenity, according to the plans and materials presented with street scape and alley improvements.

Also, there will be something to commemorate the story and history of the building incorporated into this plan; along with restoring and preserving granite curbs in alley ways and throughout construction and demolition historic materials will be salvaged and reused as possible.

Materials: brick, steel, aluminum windows

Uses:

| | |
|-------------------|---|
| Level P 1 | Parking: 42 spaces for vehicle parking and 40 spaces for bicycles; building mechanical and storage |
| Level 1 | Retail 8037 sq feet, office 9827 sq feet, building mechanical, parking, 51 (+1 on street) spaces for bicycles |
| Level 2 - level 7 | Office |
| Rooftop | Amenity space 5,581 sq feet, terrace 12,744 sq feet |

Departures for waiver of alley dedication, waiver of continuous overhead weather protection, and reducing the number of loading berths to one as proposed

With the condition that any salvaged bricks from the alley in excess of those required for the runnel, will either be stored with SDOT for future alley repairs or will be woven in with the new brick at the edges of the alley.

The Board makes its recommendation based on the following factors:

The building proposed for demolition is listed as non-contributing to the National Register District and was determined to have no historical or architectural significance. The State Historic Preservation Officer has agreed with the project as submitted.

The proposed building design is compatible with other buildings in Pioneer Square through the use of design elements including:

- base middle and top;
- differentiating the alley façade from the primary facades by use of different bricks and windows style similar to other buildings in the District;
- Main entrances are identified through architectural design;
- the use of both punch windows and warehouse type windows;
- the way that the building design sections the building into widths that are the same as neighboring buildings along Alaskan Way through the use of articulation and the different windows styles;
- the use of storefronts with a base similar to other storefronts;
- the use of a different material and architectural design on the top floor similar to differentiation on other buildings in the district;
- the use of a light well similar to other buildings in the District;
- the fine textures of materials especially at pedestrian level;

all of these design elements described above allow the overall design to achieve scale compatible with buildings in the immediate area as well as the District generally.

This block will be compatible with the development pattern on blocks surrounding the site which also include a mix of building heights that are short, medium and tall.

Brick, steel, aluminum windows are materials that are compatible with other building in the District.

The red brick colors and the use of different mortar treatments and colors is compatible with buildings in the District.

The brick alley with salvaged brick integrated and other landscape features are compatible with the District.

Use are permitted uses

Access to parking and loading is off the alley as preferred in SMC23.66.170 Application of the loading standards will adversely affect the visual character of the District; therefore, the loading is reduced from 3 to one with the condition the building owner develop a dock plan to manage loading needs of the building.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the *August 21, 2019* public meeting and forward this written recommendation to the Department of Neighborhoods Director.

The building complies with the following district rules and Seattle Municipal Code and Secretary of Interior Standards;

SMC

23.66.030 Certificates of Approval required

23.66.050 - Departure from Land Use Code requirements

A. An applicant seeking a certificate of approval for new multifamily, commercial or major institution development, that is not otherwise subject to design review pursuant to [Section 23.41.004](#), may also seek land use code departures from the Special Review Board. A Special Review Board may recommend granting a departure where an applicant demonstrates that departure would result in a development that better meets the requirements of this [Chapter 23.66](#), the district use and development standards, and the purpose for creating the district.

23.66.100 - Creation of district, legislative findings and purpose

A. During the City of Seattle's relatively brief history, it has had little time in which to develop areas of consistent historical or architectural character. It is recognized that the Pioneer Square area of Seattle contains many of these rare

attributes and consequently is an area of great historical and cultural significance. Further, the regional sports stadiums, constructed in and near the Pioneer Square area, and the traffic and activities that they generate have resulted in adverse impacts upon the social, cultural, historic and ethnic values of the Pioneer Square area. To preserve, protect, and enhance the historic character of the Pioneer Square area and the buildings therein; to return unproductive structures to useful purposes; to attract visitors to the City; to avoid a proliferation of vehicular parking and vehicular-oriented uses; to provide regulations for existing on-street and off-street parking; to stabilize existing housing, and encourage a variety of new and rehabilitated housing types for all income groups; to encourage the use of transportation modes other than the private automobile; to protect existing commercial vehicle access; to improve visual and urban relationships between existing and future buildings and structures, parking spaces and public improvements within the area; and to encourage pedestrian uses, there is established as a special review district, the Pioneer Square Preservation District. The boundaries of the District are shown on Map A for [23.66.100](#) ^[22] and on the Official Land Use Map.

23.66.115 - Demolition approval

A. Demolition or removal of buildings or other structures in the District is prohibited unless approved by the Department of Neighborhoods Director. Except as provided in subsection B below, no approval shall be given for building demolition or removal unless the following prerequisites are met:

1. The Director of Neighborhoods, following a recommendation by the Preservation Board, determines that the building or structure has no architectural or historic significance; and
2. Use and design of the replacement structure has been approved by the Department of Neighborhoods Director; and
3. Proof acceptable to the Department of Neighborhoods Director of a valid commitment for interim and long-term financing for the replacement structure has been secured. In addition to other proof, the Department of Neighborhoods Director may accept a bond, letter of credit or cash deposit as a demonstration that the project has adequate financial backing to ensure completion; and
4. Satisfactory arrangements have been made for retention of any part of the structure's facade which the Department of Neighborhoods Director, following a recommendation by the Preservation Board, determines to be significant; and
5. Satisfactory assurance is provided that new construction will be completed within two (2) years of demolition.

23.66.120 - Permitted uses

A. All uses are permitted outright except those that are specifically prohibited by [Section 23.66.122](#) and those that are subject to special review as provided in Section 23.66.124.

23.66.122 - Prohibited uses

A. The following uses are prohibited in the Pioneer Square Preservation District as both principal and accessory uses:

1. Retail ice dispensaries;
2. Plant nurseries;
3. Frozen food lockers;
4. Animal shelters and kennels;
5. Pet daycare, except as permitted as a street-level use in subsection 23.49.180.F if an applicant elects to use added height under the provisions of [Section 23.49.180](#);
6. Automotive sales and service, except gas stations located in parking garages;
7. Marine sales and service;
8. Heavy commercial services;
9. Heavy commercial sales;
10. Adult motion picture theaters;
11. Adult panorams;
12. Bowling alleys;
13. Skating rinks;
14. Major communication utilities;
15. Advertising signs and off-premises directional signs;
16. Transportation facilities, except passenger terminals, rail transit facilities, parking garages, and streetcar maintenance bases;
17. Outdoor storage;
18. Jails;
19. Work-release centers;
20. General and heavy manufacturing uses;
21. Solid waste management;
22. Recycling uses;
23. Major marijuana activity; and
24. High-impact uses.

23.66.140 - Height

- A. Maximum Height. Maximum structure height is regulated by [Section 23.49.178](#) Pioneer Square Mixed, structure height.
- C. Rooftop features and additions to structures
 1. The height limits established for the rooftop features described in this [Section 23.66.140](#) may be increased by the average height of the existing street parapet or a historically substantiated reconstructed parapet on the building on which the rooftop feature is proposed.
 4. Height limits for rooftop features

a. Religious symbols for religious institutions, smokestacks, and flagpoles may extend up to 50 feet above the roof of the structure or the maximum height limit, whichever is less, except as regulated in [Chapter 23.64](#), provided that they are a minimum of 10 feet from all lot lines.

b. For existing structures, open railings, planters, clerestories, skylights, play equipment, parapets, and firewalls may extend up to 4 feet above the roof of the structure or the maximum height limit, whichever is less. For new structures, such features may extend up to 4 feet above the maximum height limit. No rooftop coverage limits apply to such features regardless of whether the structure is existing or new.

c. Solar collectors, excluding greenhouses, may extend up to 7 feet above the roof of the structure or the maximum height limit, whichever is less, with unlimited rooftop coverage, provided they are a minimum of 10 feet from all lot lines. For new structures, solar collectors may extend up to 7 feet above the maximum height limit, except as provided in subsection 23.66.140.C.4.j.1, and provided that they are a minimum of 10 feet from all lot lines.

d. The following rooftop features may extend up to 8 feet above the roof or maximum height limit, whichever is less, if they are set back a minimum of 15 feet from the street and 3 feet from an alley. They may extend up to 15 feet above the roof if set back a minimum of 30 feet from the street. A setback may not be required at common wall lines subject to review by the Preservation Board and approval by the Department of Neighborhoods Director. The combined coverage of the following listed rooftop features shall not exceed 15 percent of the roof area:

- 1) solar collectors, excluding greenhouses;
- 2) stair and elevator penthouses;
- 3) mechanical equipment;

g. Screening of rooftop features. Measures may be taken to screen rooftop features from public view subject to review by the Preservation Board and approval by the Department of Neighborhoods Director. The amount of rooftop area enclosed by rooftop screening may exceed the maximum percentage of the combined coverage of rooftop features listed in subsection 23.66.140.C.4.d. In no circumstances shall the height of rooftop screening exceed 15 feet above the maximum height limit or height of an addition permitted according to subsection 23.66.140.C.4.i or otherwise, whichever is higher.

j. Enclosed rooftop recreational spaces for new structures

- 1) If included on new structures, enclosed rooftop recreational spaces and solar collectors may exceed the maximum height limit by up to 15 feet. The applicant shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with [Chapter 23.58D](#), and meet a Green Factor requirement of .30 or greater according to the provisions of [Section 23.86.019](#). Each enclosed rooftop recreational space shall include interpretive signage explaining the sustainable features employed on or in the structure. Commercial, residential, or industrial uses shall not be established within enclosed

rooftop recreational spaces that are allowed to exceed the maximum height limit under this subsection 23.66.140.C.4.j.

2) Elevator penthouses serving an enclosed rooftop recreational space may exceed the maximum height limit by up to 20 feet.

3) Enclosed rooftop recreational spaces, mechanical equipment, and elevator and stair penthouses shall not exceed 35 percent of the roof area.

4) Enclosed rooftop recreational spaces, mechanical equipment, and elevator and stair penthouses shall be set back a minimum of 30 feet from all streets and 3 feet from all alleys. Solar collectors shall be set back as provided in subsections 23.66.140.C.4.c and 23.66.140.C.4.d.

5) Owners of structures with enclosed rooftop recreational spaces permitted pursuant to this subsection 23.66.140.C.4.j shall submit to the Director, the Pioneer Square Preservation Board, and the Director of Neighborhoods a report documenting compliance with the commitment and Green Factor requirements set forth in subsection 23.66.140.C.4.j.1.

D. New Structures. When new structures are proposed in the District, the Preservation Board shall review the proposed height of the structure and make recommendations to the Department of Neighborhoods Director who may require design changes to assure reasonable protection of views from Kobe Terrace Park.

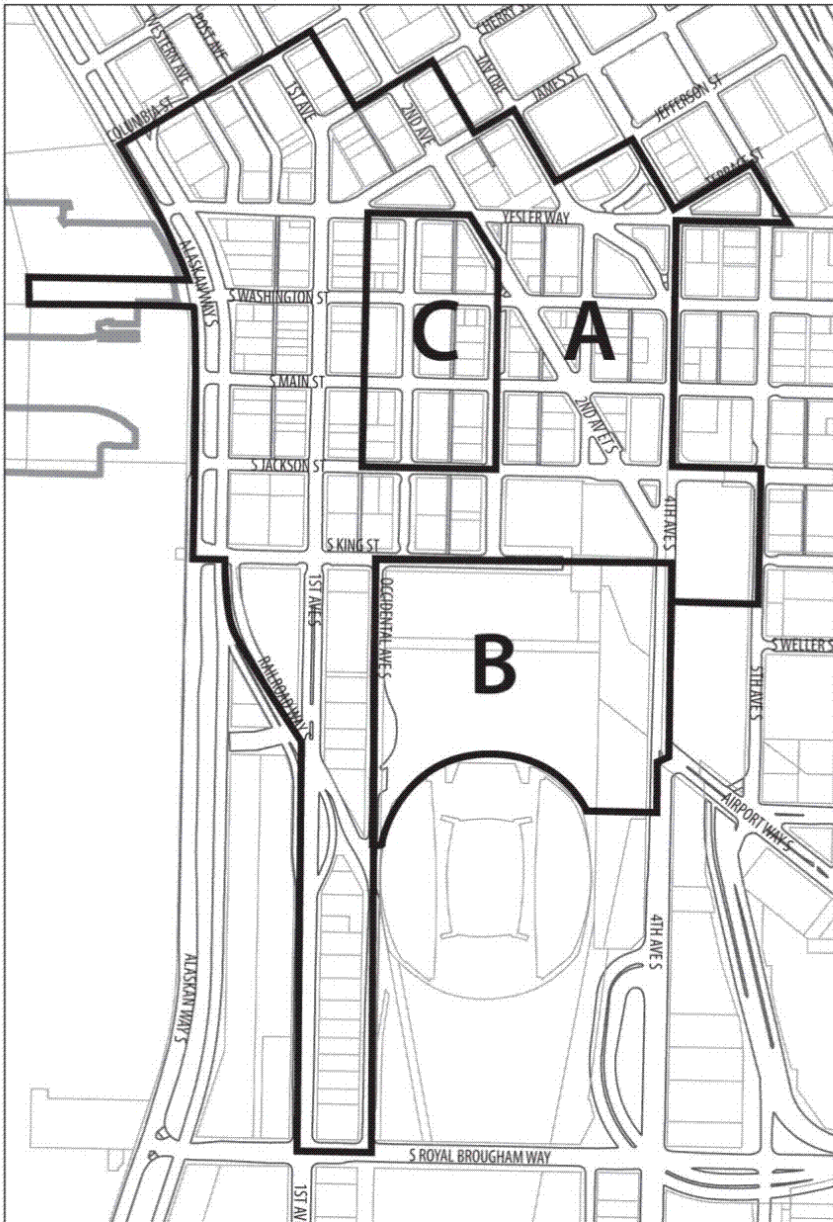
23.66.150 - Structure setbacks

A. Structures located within Subarea A on Map C for [23.66.122](#) and [23.66.150](#) shall cover the full width of the lot along street lot lines and have street-facing facades that abut street lot lines for the full width of portions of a structure that are up to 100 feet in height.

D. For all Subareas, modifications to setback standards may be permitted by the Director of Neighborhoods following review and recommendation by the Preservation Board if the following criteria are met:

1. A larger or smaller setback will be compatible with and not adversely affect the streetscape or publicly-owned open space; and
2. A larger or smaller setback will be compatible with other design elements, such as bulk, size and profile, of the proposed building.

Map C for 23.66.122 and 23.66.150



Pioneer Square

Areas for Structure Setbacks

A Subarea A

B Subarea B

C Subarea C

Map C

23.66.122 and 23.66.150

Pioneer Square

©2009 City of Seattle
All rights reserved. No
warranties of any sort,
including accuracy,
fitness or merchantability
accompany this product.

23.66.170 - Parking and access

A. Parking standards in the Pioneer Square Preservation District are set forth in [Section 23.49.019](#).

B. To mitigate the potential impacts of required loading on the District, the Director of Neighborhoods, after review and recommendation by the Preservation Board, may waive or reduce required loading if reasonable application of the loading standards will adversely affect the visual character of the District.

C. If parking is provided it shall be subject to the requirements of [Section 23.54.030](#).

D. Standards for location of access to parking

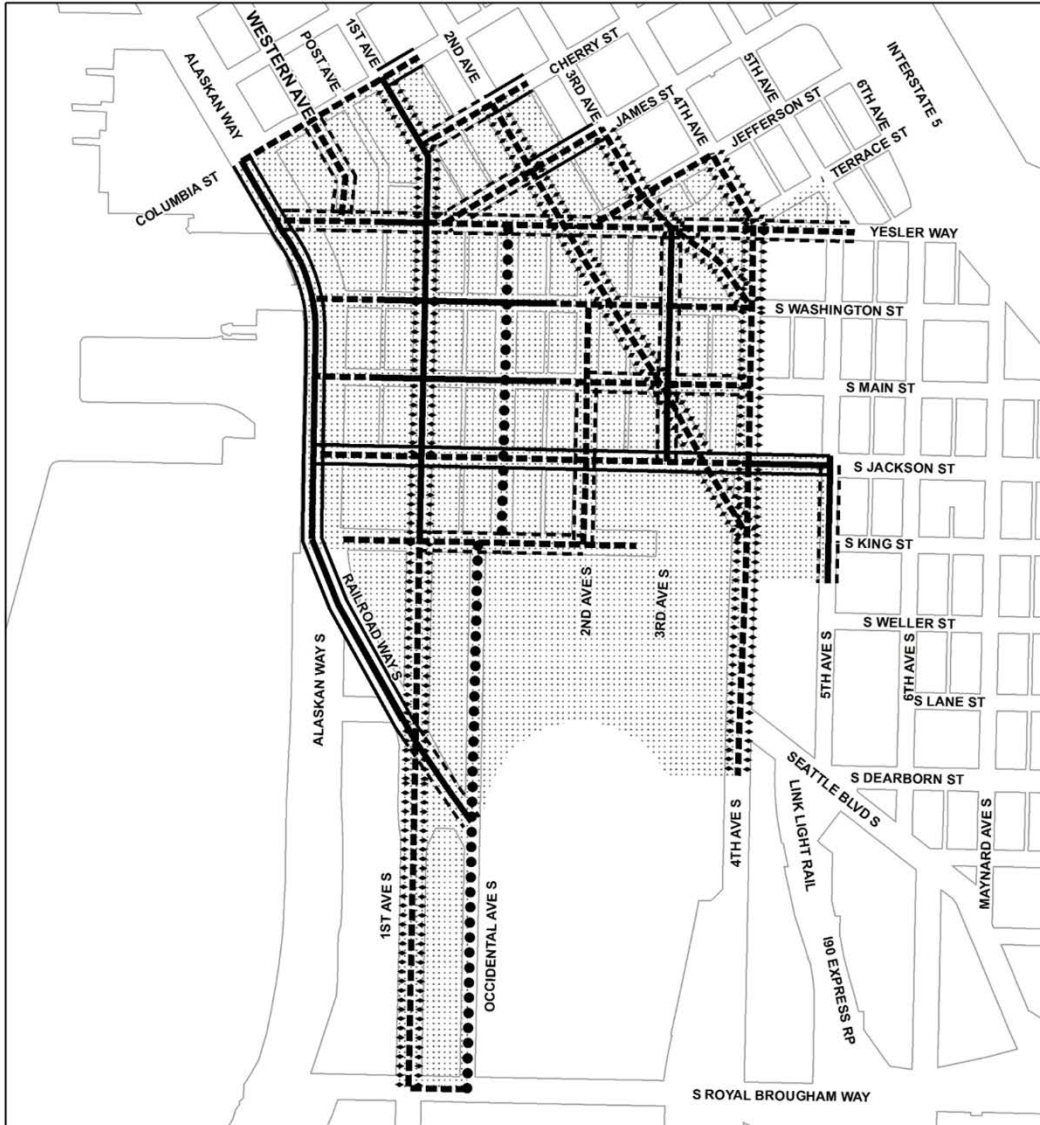
1. Access to parking and loading from alleys, and from streets that generally run east/west is preferred to access from Avenues. If a lot abuts more than one right-of-way, the location of access shall be determined by the Department of Neighborhoods Director in consultation with the Director of Transportation. This determination shall be made according to the traffic classification of the street, depicted on Map D for [23.66.170](#). Access shall be from rights-of-way classified as follows, from the most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included), except when the Department of Neighborhoods Director, following review and recommendation by the Board, determines that access from the preferred right-of-way would create a hazardous condition: alleys; access streets, regardless of pedestrian classification; Class II pedestrian streets-minor arterial; Class II pedestrian streets-principal arterial; Class I pedestrian streets-minor arterial; Class I pedestrian streets-principal arterial; principal transit streets, regardless of pedestrian classification; green streets.

2. Curbcut width and the number of curbcuts permitted per street frontage shall be governed by [Section 23.54.030](#).

3. The street-level location of entrances and exits of all parking garages, if permitted, shall be permitted only if approved by the Department of Neighborhoods Director after review and recommendation by the Preservation Board. View-obscuring screening may be required as needed to reduce adverse visual impacts on the immediate area.

Map D for [23.66.170](#)
 Pioneer Square Street Classification

Map D for 23.66.170



- | | |
|---|------------------------------|
| — Class I Pedestrian | — Principal Arterial |
| - - - Class II Pedestrian | - - - Minor Arterial |
| ●●● Green Street | ◆◆◆ Principal Transit Street |
| ⋯ Pioneer Square Historic Preservation District for the purpose of street classifications | □ Access Street |



Downtown Zoning
Map D
 for 23.66.170
 Pioneer Square
 Street
 Classifications

Note: This map is only for purposes of Subsection 23.66.170.D.1. The Arterials Street Map, SMC Section 11.18.010, should be referred to for a complete identification of arterials for other purposes.
 No warranties of any sort, including accuracy, fitness, or merchantability accompany this product. Copyright 2013, All Rights Reserved, City of Seattle

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.

SMC23.84A.036

"Scale" means the spatial relationship among structures along a street or block front, including height, bulk and yard relationships.

C. Awnings. Awnings shall be functional, serving as weather protection for pedestrians at street level, and shall overhang the sidewalk a minimum of five feet (5'). Awnings may be permitted on upper floors for the purpose of climate control. All awnings shall be of a design compatible with the architecture of buildings in the 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)

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. Site. The property line is the line of the building mass. Street facades are uniformly located at the front property lines, thus there is a strong street edge definition. Building cornices, bay windows and ornament project beyond the main wall surface of some facades.
- B. Design. Building design is generally typified by horizontal divisions which create distinctive base and cap levels. Facades may also be divided vertically by pilasters or wide piers which form repetitive window bays. Street facades are also distinguished by heavy terminal cornices and parapets, ornamental storefronts and entrance bays and repetitive window sizes and placement.
- C. 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)
- D. 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)
- E. Building Base. Buildings are allowed a base of approximately 18-24 inches. Base materials should be concrete, sandstone, or granite, and may be poured, cut to fit or unit-paved. The color relationship between the sidewalk and building must be considered. Brick or tile materials should not be used except when existing walks are of the same material.
- G. Street Paving. Streets within the District are to be paved according to standard Engineering Department practices with a weaving coat of asphalt concrete.
- 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.

VII. STREETWALLS AND SETBACKS

With the exception of the eastern edge of Occidental Avenue from South King Street to the intersection of Railroad Avenue South, upper level setbacks are discouraged and will generally not be permitted. Continuous streetwalls with little or no ground level setbacks are the historical precedent and any variation will require Board review and approval.

VIII. MECHANICAL SYSTEMS

The preferred location for mechanical systems is in the building interior. In cases where locating systems in the interior is not possible, exterior mechanical systems equipment, including but not limited to air conditioning units, compressors, boilers, generators, ductwork, louvers, wiring and pipes, shall be installed on non-primary building facades and/or roof tops. Mechanical equipment shall be installed in such a manner that character-defining features of the building are not radically changed, damaged, obscured, or destroyed. Screening and/or painting of equipment may be required to diminish negative visual impacts. (7/99)

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)

XVII. SIDEWALK TREATMENT

A. Standards

Sidewalk paving and improvements shall be completed with one pound lamp-black per cubic yard of concrete, scored at two-foot intervals. This material shall be used for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected as for all projects of 1/4 block or greater size. On small projects, if it is feasible, sidewalk material may be selected to match adjacent sidewalks in color, pattern and texture.

XVIII. ALLEYS

A. Alley Paving. Alleys are to be paved with unit paving materials. Three types are acceptable in the District: remolded paving bricks, cobbles, and interlocking brick-tone pavers. Alleys should be repaired or re-paved in the original unit material when these materials remain available. All other alleys should be paved with remolded brick. The center drainage swale, peculiar to alleys, should be preserved as part of alley re-paving. Unit paved alleys should not be patched with any material other than approved unit paving.

- B. Alley Lighting. Wall mounted fixtures shall be installed at appropriate heights on alley building facades to improve public safety and encourage positive activity and uses in alleys. (7/03) The Board may require a project to include alley lighting in the redevelopment.

XX. RULES FOR TRANSPARENCY, SIGNS, AWNINGS AND CANOPIES

E. AWNINGS AND CANOPIES

Awnings and canopies are structures attached to buildings above storefront windows and entrances to provide weather protection. Awnings are light-weight structures constructed of metal framing with fabric or vinyl covering. Canopies are heavier, more permanent structures constructed of rigid materials such as metal or metal framing with glass. (7/99) Those buildings wishing to use awnings or canopies shall adhere to the following requirements:

...

3. Canopies that are compatible in design, scale, materials, color, details, and method of attachment with the building and that do not display a false historical appearance are permitted. (7/03)

...

5. Awnings and canopies must serve a functional purpose, and therefore shall project a minimum of five (5) feet horizontally. (7/03)

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.

Preservation Brief 14 <https://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>

Revising Brief 14 <https://www.nps.gov/tps/how-to-preserve/revisingPB14.htm>
(See page 2, paragraphs 2 and 3)

MM/SC/LC/KC 7:0:0 Motion carried.

082119.5 **REPORT OF THE CHAIR:** Alex Rolluda, Chair

082119.6 **STAFF REPORT:** Genna Nashem

Genna Nashem
Pioneer Square Preservation Board Coordinator
206.684.0227