

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Historic Resources Project

General Project Information

Project Title	RTP ID#	Sponsor
Pioneer Square Historic Areaway Restoration, Phase 1	N/A	Seattle
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Jim Storment	206-684-5013	jim.storment@seattle.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Rehabilitate two vulnerable areaway walls in Seattle's historic Pioneer Square, underneath 1st Ave S between S Main St and S Washington St.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

1st Ave S in Seattle is partially built on top of historic areaways: below-grade structures or walls of buildings within "underground Seattle." In 1889, a fire destroyed most of the original city along Elliot Bay. The city had been vulnerable to flooding and unstable soils, and after the fire, the City raised street levels one full story. Residents rebuilt at the higher level, generally on top of their old structures. The buried buildings couldn't support street fill against their exterior walls so an additional wall was built near the face of the curb. Bridge structures on top of the walls created a sidewalk at the new ground level, so the original second story of a building became the new first story - creating "areaways" under the sidewalks. Today, these old areaways are cherished historic assets and significant tourist attractions via the "Seattle Underground Tours." However, many of the street walls are deteriorating and can't support the weight of modern vehicles. Filling the hollow spaces would destroy these valuable historic assets, but keeping them in their current condition severely limits the use of the busy modern roadways above. 1st Ave S includes two vehicular lanes in each direction and wide sidewalks on each side. However, the City has needed to impose a 10,000-pound load limit in the curb lanes. They cannot safely be used for delivery trucks or buses, nor could they support a planned streetcar line that would run here. Curb lanes are now restricted to parking uses. Long-term, if these walls are not rehabilitated and strengthened, even the existing uses (parking lane and sidewalk) could eventually be restricted. Rehabilitating these walls will support existing transportation needs (pedestrians, trucks, and general-purpose travel), and allow high-capacity transit

service on 1st Ave S, while also preserving a valuable historic asset.

Project Location

Location	County/Counties
1st Ave S	King
Beginning Landmark	Ending Landmark
S Main St	S Washington St

Map and Graphics

f-132-552-18661255_vneDcroD_Areaway_Map.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

No

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Seattle's Comprehensive Plan does not list specific capital projects but it speaks extensively about the local and regional importance of the Pioneer Square historic area and its areaways, as well as the larger Downtown Seattle Regional Growth Center (RGC) where Pioneer Square resides. The comprehensive plan specifies that Pioneer Square should develop to support increased business and residential uses while also retaining its unique historic character. The following excerpts summarize these goals:

On the prominent regional role of the RGC: "Downtown is the most densely developed area in the Pacific Northwest. It includes five distinct neighborhoods: Belltown, Denny Triangle, the Commercial Core, Pioneer Square, and Chinatown/International District." (page 66). "Goal LU G11 Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors." (page 67).

On the importance of preserving our unique cultural backgrounds: "Historic preservation recognizes and protects aspects of our shared cultural heritage— buildings, districts, and designed landscapes that link to Seattle's past. From the Native Americans who first established trading centers along the Duwamish River to the latest waves of newcomers from around the world, all have left their mark. Over time, Seattle has acquired historic features that have become part of the city's civic identity. Through the preservation of icons and historic locations such as the Space Needle, the Olmsted network of parks and boulevards, and Pioneer Square, the city can continue to celebrate its heritage and maintain its unique sense of place." (page 151).

On the specific areas identified for historic preservation, and the tools used to preserve and enhance these communities: "Seattle has established eight historic districts: Ballard Avenue, Columbia City, Fort Lawton, Harvard-Belmont, International District, Pike Place Market, Pioneer Square, and Sand Point. A citizens' board or

the Landmarks Preservation Board reviews the appearance of development activity in these districts to maintain the historical integrity of structures and public spaces." (page 200).

On the development goals of Pioneer Square and 1st Ave S: "Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core, and the lower-intensity areas along First Avenue. Generally maintain areas adjacent to the office core for additional concentrations of office development, along with a mix of other uses, to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square and the Chinatown/International District." (page 261).

On the role of the Pioneer Square Mixed Use & Special Review District (PSM): "The PSM designation and the Pioneer Square Preservation District regulations are intended to: recognize the historic nature of the area and allow flexibility and discretion in controls, regulations, and guidelines for both present conditions and those that may develop in the future; and encourage mixed-use development compatible in use and scale with existing development in Pioneer Square." (page 267).

On specific goals related to the project area and grant opportunities: "Recognize the importance of Occidental Corridor as the "center" of the neighborhood" and "Strive to improve park areas within Pioneer Square through grant funding and technical assistance." (page 299).

Speaking to citywide transportation goals, Seattle's Comprehensive Plan also addresses the importance of inviting, high-quality sidewalks to spur growth in urban centers: "By encouraging both business and housing growth in the urban centers and urban villages, the Plan makes it possible for more people to live near job opportunities and near services that can meet their everyday needs. In this way, more people are able to walk or bike to some of their daily activities, leading to more activity on the sidewalks and fewer vehicles on the streets, and making these communities more vibrant. The urban village strategy also puts more people near transit service so that they can more easily use buses or light rail to get to other job centers, shopping, or entertainment. This access is useful for all residents, but particularly those with limited incomes or physical limitations that make them reliant on public transit." (page 10).

Finally, Seattle's Pedestrian Master Plan describes the rapid improvements to mobility, livability, and air quality that accrue from sidewalk investments in our urban centers: "Walking is the fastest growing mode of transportation in Seattle. Between 2009 and 2015, the number of people walking to work rose from 27,300 to over 43,500 people (60%). This growth is even greater in the Center City, where walking to work increased by 10% between 2012 and 2014. (Center City includes Seattle's most dense neighborhoods: the Commercial Core, Uptown, Belltown, South Lake Union, Denny Triangle, Capitol Hill, First Hill, Pioneer Square, and the Chinatown-International District.) City-wide growth in walking to work during this time was 3.6%. Seattle ranked 5th in the country for the percentage of people who commute to work on foot." (page 3).

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The Pioneer Square Areaways Restoration project is located within the Downtown Seattle Regional Growth Center (RGC). This RGC is the largest employment center in the Puget Sound region and it also contains several of the region's primary tourism and cultural centers such as Pioneer Square and the Chinatown/International District. The Pioneer Square and Chinatown/International District neighborhoods have been part of the City core since it was founded.

Pioneer Square is the location of the first permanent settlement in the greater Seattle area, and it was the heart of the City until fire destroyed the original City in 1889. As the city was being rebuilt in the 1890s, it soon expanded into the adjacent areas that we now know as the International District, the downtown business district, and the First Hill and Capitol Hill residential areas. Today this combined area is regionally identified by the PSRC as four contiguous RGCs, and it has welcomed the greatest land use density in the northwest. The Downtown Seattle RGC, including Pioneer Square and the International District, is one of the region's most vital transportation hubs, with approximately 380,000 to 400,000 people traveling through the area daily.

Within Pioneer Square, areaway walls have in effect become bridge piers for the neighborhood's streets and sidewalks. The modern "surface streets" are actually elevated structures, or bridges, supported by the walls that were built after the 1889 fire. Presently these walls are still adequate to support people on foot as well as small vehicles, but they can't support the weight of heavier vehicles like freight trucks, buses, and trains. The road is now restricted to vehicles weighing less than 10,000 pounds. This unique situation creates several problems that will be

remedied by the proposed project:

1. Buses that serve the downtown area cannot use 1st Ave S due to the weight restrictions in the curb lanes. With the restrictions lifted, buses would be able to serve this segment of 1st Ave S and its adjacent businesses.
2. A planned streetcar line will also be unable to use this section of 1st Ave S, restricted in the same way as buses. This areaway project alone would not allow streetcars to run on 1st Ave S, and other areaways would require similar improvements before streetcars could again serve this part of Pioneer Square, but restoring these two areaway walls is an important first step to make streetcar service possible.
3. Delivery trucks, a critical part of Pioneer Square's commercial economy, are unable to use 1st Ave S for circulation or parking. This limitation is especially difficult for the businesses along this segment of 1st Ave S. While some other buildings in Pioneer Square can receive deliveries and other services through alleys behind buildings, the buildings along the east side of this block have a public park behind the buildings. They are heavily restricted in their ability to receive garbage service, deliveries (especially large deliveries), and other services.
4. If the walls continue to degrade, the City would eventually need to place additional restrictions on the street, either closing the street entirely or restricting all motorized vehicles.
5. Even without continued degradation, the areaway walls and sidewalks are in a state of disrepair. Completion of this project would help prevent an unanticipated collapse of the street wall or sidewalk (most likely in a major earthquake), and also provide sidewalks with a smooth, new surface (replacing sidewalks that are uneven, tilted, and broken in places).

The project will allow us to remove these limitations on 1st Ave S, maintaining and enhancing its current functionality while also improving its utility for future business, transit, and non-motorized uses. We could remove restrictions on delivery trucks and other heavy vehicles, plan for unrestricted transit access for this community, and create an appealing pedestrian environment that will attract commuters on foot as well as window shopping, sidewalk cafes, and other active uses.

These improvements are critical in serving existing development as well as planned growth in the area. Pioneer Square and the surrounding downtown areas are already some of the most densely populated parts of our region, and rapid growth is expected to continue. Downtown residential development is forecasted to increase 34.7% during the current planning period of 2015-2035, while employment growth is expected to reach 21.6% for the same period. These data represent 12,000 housing units and more than 35,000 jobs, a huge influx into an already highly developed area. But these gains are only viable with the high-quality transit service and vibrant pedestrian environment that would be enabled by this project, as well as low-risk commercial properties that attract businesses and investors.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

While Seattle's areaways are a unique and wonderful cultural asset - Seattle's Underground Tours have been one of the region's largest tourist attractions for decades - these unimproved areaways can also hinder development by restricting transportation options that support the center. Currently buses can only run on certain streets, not including 1st Ave. However, the steep hills in this area can prevent commuters and other travelers from choosing transit if buses do not travel close to their destination. This is particularly an issue for some of our most vulnerable travelers, including seniors and people with mobility impairments.

Planned streetcar services face a similar issue. If areaways are not upgraded, the streetcar design would need significant and potentially expensive adjustments - short-term reroutes, construction delays to deal with substandard areaways, or running in center lanes instead of curb lanes (a much less desirable design). Finally, unimproved areaways often prevent improvements to surface facilities such as sidewalks, curb ramps, and curbs. These types of improvements are exponentially more expensive on top of unimproved areaways. In many cases, a "simple" curb ramp upgrade or sidewalk repair will require structural engineering and mitigation, raising the cost from tens of thousands to several hundred thousand.

Together these issues can greatly restrict Pioneer Square's ability to reach its development goals. As described above, Seattle's plan for Pioneer Square and adjacent communities is to "accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core, and the lower-intensity areas along First Avenue." Pioneer Square, along with the greater downtown area, is planning for significant growth. The Puget Sound region depends on this planned growth: dense job centers supported by robust transit and non-motorized options to achieve regional goals for climate change and livability.

The Alliance for Pioneer Square (APS) reports that "Visitors, businesses, and property owners have expressed frustrations over impacts in the neighborhoods related to areaways restrictions, including the limited mobility for commercial goods and services. Freight traffic is being intentionally routed through the high traffic pedestrian corridor of Occidental Mall between South Jackson Street and South Main Street. Even though this Mall is meant to center pedestrians and is closed to vehicle traffic after 11am, it is the only central neighborhood street that can accommodate commercial freight loading and unloading with the weight restrictions on adjacent streets due to areaway degradation. This routing causes frequent conflicts between cars and trucks getting into and out of the Mall and pedestrians and bicycles going through and to the Mall." PSA is a non-profit that works to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle, by effectively implementing programs in business development, communications and marketing, advocacy, the public realm, and leadership.

In addition to the business impacts along 1st Ave S, APS states that "There are also adverse impacts on small

businesses in Pioneer Square due to the areaways issues. Confusing signage and limited load/unload zones within the neighborhood complicate deliveries to the remaining retail in the neighborhood. Commercial deliveries have been inconsistent to area businesses because drivers have to park up to three blocks away to deliver goods. Ongoing public safety challenges have exacerbated this issue as drivers find it difficult to park a truck in an authorized space, unload goods, secure the truck, and get the goods to and from the buildings without incident.” This project is an important first step toward reopening freight traffic access to 1st Ave S and allowing the Occidental Mall to become more pedestrian focused.

Category-Specific Criteria: Historic Resources Projects

Describe the historic significance of the facility. This could include designation as a local, state, or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

Pioneer Square is a nationally recognized historic asset, listed in the National Register of Historic Places (NRHP) as site #70000086, and later updated as site #78000341 due to a boundary increase. When construction work takes place within Pioneer Square's right-of-way, the community's Historic District board reviews any changes to ensure that the facilities are consistent with the historic character of the neighborhood.

Areaways are not specifically designated by the NHRP, but the Pioneer Square Preservation Board monitors and protects areaways as valuable elements of the historic district. The Board notes the most significant qualities of an areaway are its volume of space, which provides a record of its history, and the architectural features that render its form, character, and spatial quality. These features include use of unit materials (brick or stone), bays articulated by arches and/or columns, ceiling vaults, and other special features including tilework or skylights.

In 2001 the Seattle Department of Transportation completed a survey of approximately 100 areaways in the District. Each areaway was rated in terms of its structural condition and presence of original historic characteristics. The two areaways within this project are categorized by the Pioneer Square Association as “substantially intact, notable,” indicating their value for historic preservation. In addition to Pioneer Square being listed in the NRHP, the areaways specifically tell a unique story of Seattle’s history after the 1889 fire. According to the Alliance for Pioneer Square, while these areaways can become problematic to access in and around the neighborhood, businesses, property owners, residents, and visitors know that preserving them is vitally important. The community believes that access to and through the neighborhood should not be in opposition to the preservation of the areaways, but that by correctly restoring and preserving areaways, transportation and access will be enhanced.

Describe the project’s relationship to the larger historic preservation plan for the area.

The entire Pioneer Square area is designated and protected as a national historic asset. The buildings, public art, and other structures such as unique gazebos and lighting fixtures are all protected to maintain the ambience of a historic district. Not only are existing historic assets preserved, but new buildings and other additions to the neighborhood are required to conform to design guidelines that enhance the character of the community.

The areaways themselves contribute to the overall historic character of the Pioneer Square area as they are a direct result of the Great Seattle Fire in 1889 and the City of Seattle raising the street grades. The governing Preservation Board ensures and promotes historic preservation throughout the area and within these spaces through their design guidelines. By maintaining these spaces, learning opportunities are created through tours offered by several local businesses; the exploring public is able to appreciate and understand different

constructions of street walls and sidewalks throughout the city which allow for safe passage for pedestrians and vehicles through the area.

APS notes that “Multiple businesses run tours in Pioneer Square, and areaways are a unique experience for visitors and locals to travel through Seattle’s history in a physical way. Stakeholders in the neighborhood recognize the importance of these tours through accessible areaways and how the businesses support a vital economic tourist base for Pioneer Square. These tours are one of the most visited tourist attractions within the City of Seattle. It is imperative that the areaways remain in good condition for these businesses to continue their operations.”

Describe the former and/or current transportation use of the facility. “Facility” can refer to any historic property, building or other structure with a transportation connection.

After the original city of Seattle was destroyed by fire and the land elevation in the area was raised one story, the current streets and sidewalks were built on top of areaway street walls to retain street fill, sidewalks, and travel lanes. Today these curb lanes are prime locations to serve transit - bus or streetcar - but weight restrictions on these lanes prevent any transit operations. The lanes are restricted to passenger-vehicle parking and other light uses.

Sidewalks are especially critical in the Pioneer Square area due to its dependence on entertainment, tourism, shopping, and regional transit connections. Pioneer Square encompasses or is adjacent to some of the region’s largest transit centers including King Street Station, the Colman Dock ferry terminal, and the Downtown Seattle transit tunnel. These sites have historically been some of the busiest pedestrian spaces in the region, and as the Pioneer Square area densifies, demand for pedestrian facilities continues to grow.

Describe plans for the continued or future use of the facility once the project is complete, and the project’s relationship to the larger transportation system in the area.

The completed facilities would be used as elevated sidewalks and streets, still supported by the areaway walls as they have been since their construction in the 1890s. However, their usefulness could be immediately expanded due to the ability to support more weight. Short term this expanded use could include access for delivery trucks and other large vehicles. Longer-term, even more substantial uses such as buses and streetcars could return to the currently restricted curb lanes.

Additionally the improved sidewalk conditions, and increased longevity of the sidewalks, will help attract foot traffic to this rapidly growing Regional Growth Center. Smooth, well-maintained sidewalks with modern curb ramps promote urban vitality for the stores, restaurants, and offices of Pioneer Square as well as their workers and customers. High-quality sidewalks encourage walking to work, window shopping, socializing, dining at sidewalk cafes, and all the other uses that create a vibrant urban center.

Describe the level of public access to the project, including access for people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The underground areaway walls are not publicly accessible, except by guided tours, but some areaways are able to function as extensions of the adjacent buildings – a basement that protrudes out under the street, in effect. However, the sidewalks are accessible to all travelers and especially important to Environmental Justice populations. Lower income populations, which are disproportionately people of color, are far less likely to own and operate a personal vehicle and may depend on public transit for their commute trips and other personal

needs. The same is true for older adults and people with mobility impairments. In general, these groups are particularly dependent on sidewalks and curb ramps that are in good condition and transit services that can provide direct or nearly direct access to their destination. The affected area of Pioneer Square has a 51% nonwhite population according to 2020 census data. Within this area, 29% live in poverty, 34% live with a disability, and 20% are seniors – all considerably above regional averages. In addition to its residential population, Pioneer Square is also home to numerous social service agencies that serve clients from throughout the city and the region, bringing even higher numbers of mobility-impaired travelers who depend on transit and walking.

Describe the long-term preservation and/or maintenance plans for the facility.

Areaways are maintained and preserved on a regular basis, funded annually by Real Estate Excise Taxes. These taxes are some of the City’s most reliable revenue sources, and the City has a history of many decades of protecting these historic transportation assets. Federal aid to support structural upgrades will help extend the City resources further, allowing us to make faster progress in preserving and restoring areaways throughout the historic district instead of falling further behind in our efforts to save our historic resources.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

If areaways along 1st Ave S are not promptly rehabilitated, two issues arise. First, if streetcar service is extended to this area again, the streetcars would need to run in center lanes that are far less desirable and less efficient for boarding and deboarding. Tracks would need to be placed in center lanes, then potentially relocated to their preferred location in the curb lanes later – a very costly and intrusive redesign. The second issue is that unimproved areaway walls always present a higher risk of collapse in an earthquake. Due to their seismic vulnerability, replacing them sooner reduces risk for the users and liability for the City.

Areaways also present difficult choices for developers when they look to redevelop a building within the Pioneer Square district. Often, when they redevelop a building, areaway street walls are left untouched due to the added complexity and additional work associated with repairing them. The structural complexity associated with preserving an areaway can be too time-consuming and costly to make the project financially profitable for the developer, even though the overall project may benefit from making improvements in the areaway.

Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

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PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	SEA-263

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2025	\$2343500
		\$
		\$

Total PSRC Funding Request: \$2343500

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Secured	\$350000
Local	Local	Secured	\$147000
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$497000

Expected year of completion for this phase: 2024

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2343500
Local	Local	Secured	\$727100

			\$
			\$
			\$

Total Construction Phase Cost: \$3070600

Expected year of completion for this phase: 2026

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$3567600	August, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The Areaways Hazard Mitigation Program typically receives between \$390,000 and \$400,000 annually: a combination of Real Estate Excise Taxes and State Gas Taxes, as shown in the attached Capital Improvement Program. These two fund sources are some of our most reliable revenues. Generally, the Areaways program builds up resources over time through carrying funds forward until there are enough funds to complete a project. Currently there is a balance of approximately \$2.4 million in the areaway program, which can be allocated to non-federal match for these 1st Ave areaway projects. No executive approvals, transfers of funds, or other additional steps would be required to allocate these local funds to the federally funded project. Staff working on the areaway projects have discretion over this budget, and they will draw down on these local funds as needed to provide the required non-federal match.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

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Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

June, 2023

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

March, 2024

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

No

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

April, 2024

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

April, 2024

Right of Way

Will Right of Way be required for this project?

No

What is the actual or estimated start date for right of way (month and year)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

No

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

DCE, April 2024

Section 106 and Section 4(f) regarding Historical Properties, April 2024

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

April, 2024

When is the project scheduled to go to bid (month and year)?

October, 2025

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be

relevant to the final project recommendation and decision-making process.

The City of Seattle received Design/Engineering funds for this project from the previous TAP grant competition. Our design work will occur in late 2023 and into 2024. To avoid losing momentum on this time-sensitive project, and mitigate the risk of needing to redo some parts of the design or reacquire permits, we seek to complete a full funding package and begin Construction promptly. Securing TAP funds in the current cycle is an important part of that plan.

Also, while Seattle’s downtown and its historic districts have always been a vital center for our city and our region, the aftermath of the pandemic and the telework revolution have brought renewed focus and emphasis to this area. In June, Seattle Mayor Bruce Harrell announced a Downtown Activation Plan as a hallmark of his administration, describing it as “a bold and ambitious roadmap to revitalize and transform Downtown Seattle now and for the future.” This plan recognizes an urgency to uplift downtown in the present time of rapid change. With goals like “Transform Downtown into a lively neighborhood where more people want to live,” and “Create a unique Downtown retail experience,” the plan is renewing Seattle’s focus on our cultural center and economic engine.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

In 2019, during the design of the City Center Connector streetcar line, a load rating analysis was performed on the areaway street walls. This analysis determined that the street walls could not safely support sustained heavy vehicle traffic. During 2019-2021, the City of Seattle began a large effort to inspect and evaluate areaways within the Pioneer Square District. Property owners and the neighborhood non-profit, the Alliance for Pioneer Square, have been actively involved in allowing SDOT access to the areaways and advocating for areaway street wall preservation. The Alliance for Pioneer Square has urged the City to continue and even accelerate its studies and rehabilitation program, hoping that more blocks can be opened to delivery trucks on a case-by-case basis. The City is actively engaging with the Alliance for Pioneer Square on a quarterly basis to discuss areaway concerns as well as presenting information on the areaways program to business communities and those affected by the current load restrictions along 1st Ave S, including first responders. However, as the walls continue to age and City budgets are stretched thin by many different maintenance needs, the risk grows that restrictions could increase instead of decrease. Eventually unstable areaway walls would need to receive the quickest and cheapest treatments to avoid major road closures and inaccessible properties. Often this treatment involves simply filling the areaway, and with it, the permanent loss of our historic assets.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

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End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

Hazard Mitigation Program - Areaways

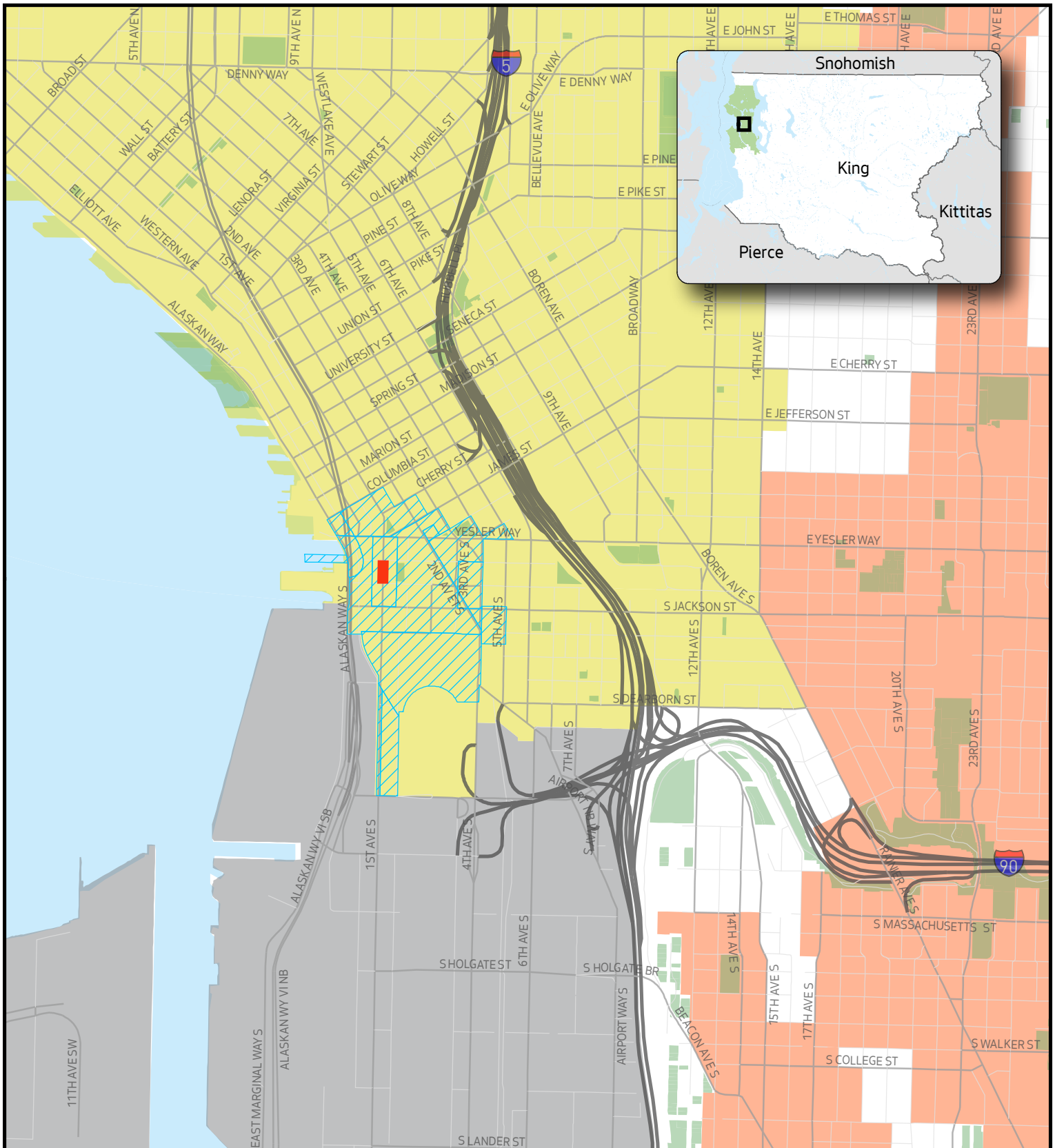
Project No:	MC-TR-C035	BSL Code:	BC-TR-19001
Project Type:	Ongoing	BSL Name:	Major Maintenance/Replacement
Project Category:	Rehabilitation or Restoration	Location:	Various
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Downtown
Total Project Cost:	N/A	Urban Village:	Pioneer Square

This ongoing asset preservation program funds ongoing inspection and repair/reconstruction of areaways to reduce risks to City facilities and the general public. Areaways are usable space, generally in the street right-of-way, constructed under sidewalks between the building foundation and street wall. Typical improvements may include, but are not limited to, repairs to the existing areaway and/or filling the areaway in order to eliminate the asset. Currently the program is conducting a comprehensive evaluation of areaways, specifically within the Pioneer Square District, where load restrictions are currently put in place along the curb lane to manage the public risk associated with collapse of the areaway retaining walls. Areaway projects have been identified within the limited additional funding that was provided for the program.

Resources	LTD Actuals	2022 Revised	2023	2024	2025	2026	2027	2028	Total
City Light Fund Revenues	19	-	-	-	-	-	-	-	19
Federal Grant Funds	862	(147)	-	-	-	-	-	-	715
General Fund	240	-	-	-	-	-	-	-	240
Interdepartmental Transfer	-	-	-	-	-	-	-	-	-
Private Funding/Donations	10	-	-	-	-	-	-	-	10
Real Estate Excise Tax II	5,948	1,768	343	404	343	240	246	252	9,544
State Gas Taxes - Arterial City Street Fund	-	-	-	-	-	-	-	-	-
State Gas Taxes - City Street Fund	216	57	59	-	63	-	-	-	395
State Grant Funds	144	147	-	-	-	-	-	-	291
Street Vacations - SVF	43	13	-	-	-	-	-	-	56
Total:	7,482	1,838	402	404	406	240	246	252	11,270
Fund Appropriations / Allocations *	LTD Actuals	2022 Revised	2023	2024	2025	2026	2027	2028	Total
General Fund	240	-	-	-	-	-	-	-	240
REET II Capital Fund	5,948	1,768	343	404	343	240	246	252	9,544
Transportation Fund	1,294	70	59	-	63	-	-	-	1,486
Total:	7,482	1,838	402	404	406	240	246	252	11,270

O&M Impacts: This is a capital maintenance project that reduces the need for O&M by improving asset condition.

* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars



Legend

- Project Location
- Urban Village
- Parks
- Urban Center
- Manufacturing Industrial
- Pioneer Square National Historic District and Local Preservation District

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PLOT DATE : 4/25/2016
 AUTHOR: P&P GIS
 J:/GIS/GIS Projects/Grants

Pioneer Square Historic Areaway Restoration, Phase 1

PIONEER SQUARE'S HISTORIC AREAWAYS



Many buildings and public spaces in Pioneer Square are essentially unchanged since the city's origin. They are protected and preserved whenever possible, and new structures are carefully designed to enhance the community's historic character.



Above ground, Pioneer Square is a vibrant commercial and entertainment district with close ties to its cultural heritage and its stories.



Underground, the unimproved areaways still offer a glimpse of the original city, largely abandoned in place when the new city was built above.



Throughout Pioneer Square, stained glass imbedded in the sidewalks provide light to the historic areaways below, and also enhance the unique character of the modern streetscape above.



Steel beams attached to old brick structures is a common way to reinforce the old walls while retaining their historic character. This treatment allows some uses of the underground space while supporting heavy modern traffic loads. Tourists and other visitors can explore the unimproved and partially improved sections of the areaways, discovering the unique history of the buried city below modern-day Seattle.



Hazard Mitigation Program - Areaways

Project No:	MC-TR-C035	BSL Code:	BC-TR-19001
Project Type:	Ongoing	BSL Name:	Major Maintenance/Replacement
Project Category:	Rehabilitation or Restoration	Location:	Various
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Downtown
Total Project Cost:	N/A	Urban Village:	Pioneer Square

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