

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Historic Resources Projects

B. General Project Information

B1. Project Title

Pioneer Square Historic Areaway Restoration, Phase 1

B2. RTP ID#

N/A

B3. Sponsor

Seattle

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Jim Storrent

C2. Phone

206-684-5013

C3. Email

jim.storrent@seattle.gov

D. Project Description

D1. 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.

D2. 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. These areaways are below-grade structures or parts of buildings that were built before 1889, when a fire destroyed most of the city. The original city along Elliot Bay had been vulnerable to flooding and unstable soils. After the fire, the City raised street levels one full story while residents rebuilt. 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 were used on top of the walls to create a sidewalk at the new ground level, making the original second story of the building the new first story and

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 also deteriorating and unable to support the weight of modern traffic. Filling the hollow spaces would destroy these valuable historic assets, but keeping them in their current condition severely limits the use of Pioneer Square's busy modern roadways.

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 would support existing transportation needs (pedestrians, trucks, and general-purpose travel), and take an important first step toward allowing transit service on 1st Ave S, while also preserving a valuable historic asset.

E. Project Location

E1. Location

1st Ave S

E2. County/Counties

King

E3a. Beginning Landmark

S Main St

E3b. Ending Landmark

S Washington St

E4. Map and Graphics

[PioneerSqHistoric.pdf \(1.16 MB\)](#)

[Areaways_Graphics.pdf \(1.47 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

No

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

F3. 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 speaks extensively of the Pioneer Square historic area and 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 61)

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." (page 66)

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 195)

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 254)

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." (260)

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 292)

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)

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

16 Minor Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

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.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

Pioneer Square's 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. These walls are 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 would 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 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 the restoration of 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 a sidewalk with a smooth, new surface (replacing sidewalks that are uneven, tilted, and broken in places).

The project would 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.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

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. Buses can only run on certain streets. 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 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 regular 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.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

I3. Describe how the project addresses safety and security.

I4. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

I5. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

I6. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I7. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

Originally the areaway walls provided access to commercial buildings, after the original city was destroyed and the streets were raised one story. The current streets and sidewalks, which were built on top of areaway street walls to retain street fill and support street vehicle loading, are still in place and serving their original purpose. These 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.

I2. 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, veiling 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.

13. Describe the planned use of the facility and the project's relationship to the transportation system.

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.

14. Describe how the project is part of a larger historic preservation plan.

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.

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."

15. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

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% non-white 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.

16. 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 with 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.

17. 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 the more expensive and critical areaway needs 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.

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

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

No

J2. Please provide the project's PSRC TIP ID.

K. PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2022	\$350000
Construction	2023	\$2150000
		\$

Total PSRC Funding Request:

\$2500000

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$

			\$
			\$
			\$

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

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

Total Preliminary Engineering/Design Phase Cost:

\$497000

Expected year of completion for this phase:

2023

N. 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:

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$667000
Federal	TAP(PSRC)	Unsecured	\$2150000
			\$
			\$
			\$

Total Construction Phase Cost:

\$2817000

Expected year of completion for this phase:

2024

P. Other Phase

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

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$3314000

Estimated Project Completion Date (month and year):

June 2024

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The Areaways Hazard Mitigation Program receives between \$390,000 and \$400,000 annually. Generally, the 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 \$1.45 million in the areaway program, which can be prioritized to the required local match of these 1st Ave areaway projects.

R2. 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.

[Areaways_CIP.pdf \(686 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

May 2022

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

February 2023

T. Environmental Documentation

T1. 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)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

February 2023

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. 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.

U4. 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.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. 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.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

No

V3. Please attach the engineer's estimate.

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

NEPA Documented Categorical Exclusion

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

March 2023

V7. When is the project scheduled to go to ad (month and year)?

May 2023

W. Other Considerations

W1. 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.

N/A

W2. 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.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

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 Kim Pearson at kpearson@psrc.org to have it returned to you.

Hazard Mitigation Program - Areaways

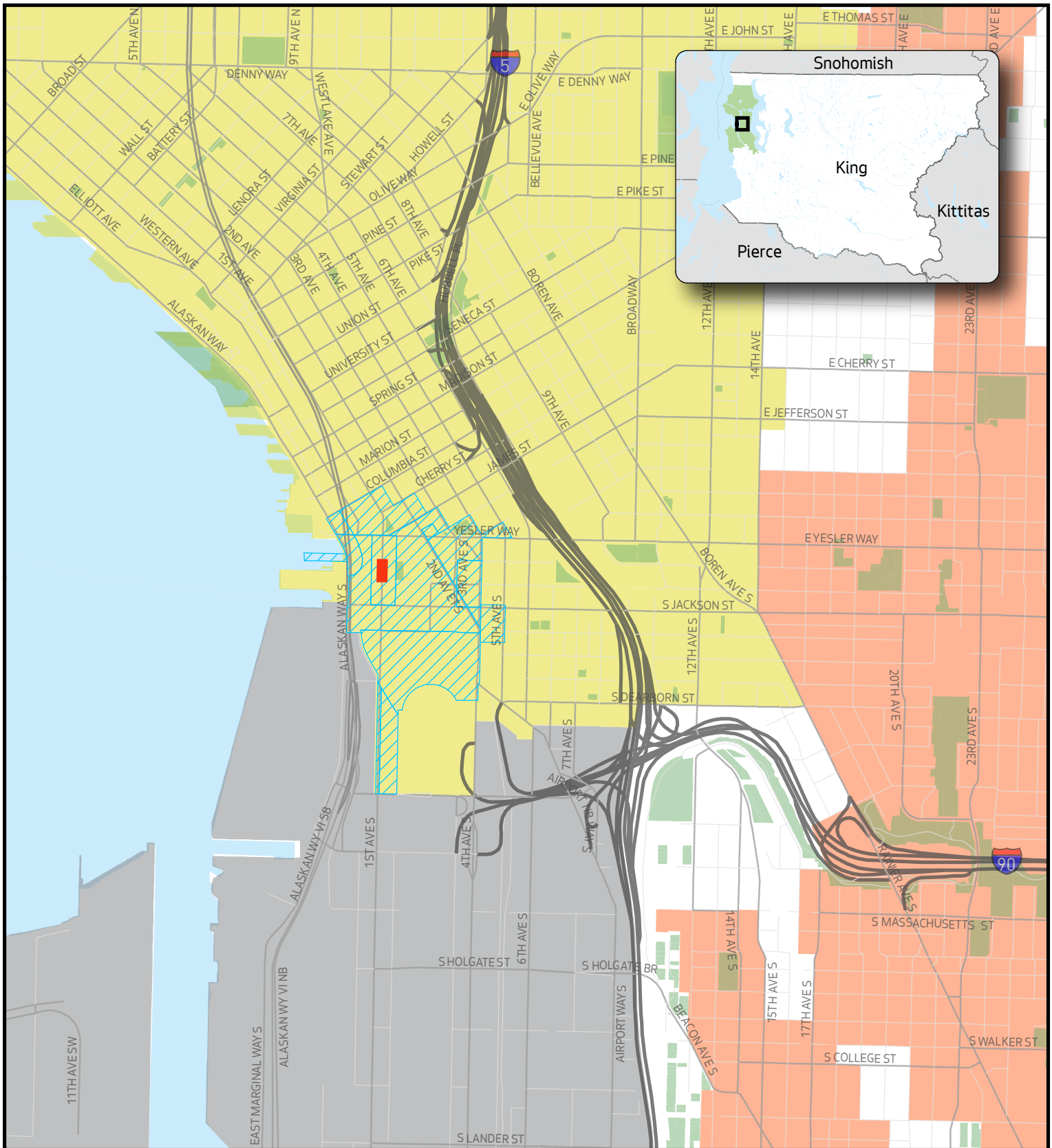
Project No:	MC-TR-C035	BSL Code:	BC-TR-19001
Project Type:	Ongoing	BSL Name:	Major Maintenance/Replacement
Project Category:	Rehabilitation or Restoration	Location:	Various
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Downtown
Total Project Cost:	N/A	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 in order to manage the public risk associated with collapse of the areaway retaining walls.

Resources	LTD Actuals	2020 Revised	2021	2022	2023	2024	2025	2026	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	5,694	1,345	334	343	343	404	343	-	8,806
State Gas Taxes - Arterial City Street Fund	-	-	-	-	-	-	-	-	-
State Gas Taxes - City Street Fund	173	43	-	57	59	-	63	-	395
State Grant Funds	144	147	-	-	-	-	-	-	291
Street Vacations - SVF	-	-	56	-	-	-	-	-	56
Total:	7,142	1,388	390	400	402	404	406	-	10,532
Fund Appropriations / Allocations¹	LTD Actuals	2020 Revised	2021	2022	2023	2024	2025	2026	Total
General Fund	240	-	-	-	-	-	-	-	240
REET II Capital Fund	5,694	1,345	334	343	343	404	343	-	8,806
Transportation Fund	1,208	43	56	57	59	-	63	-	1,486
Total:	7,142	1,388	390	400	402	404	406	-	10,532
Unsecured Funding:	LTD Actuals	2020 Revised	2021	2022	2023	2024	2025	2026	Total
To Be Determined	-	-	-	-	-	-	-	240	240
Total:	-	-	-	-	-	-	-	240	240

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

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars



<p>Legend</p> <div> <div> Project Location</div> <div> Urban Village</div> <div> Parks</div> <div> Urban Center</div> <div> Manufacturing Industrial</div> <div> Pioneer Square National Historic District and Local Preservation District</div> </div>				<p>0 0.1 0.2 0.3 0.4 Miles</p>
<p>Pioneer Square Historic Areaway Restoration, Phase 1</p>		<p>©2021, THE CITY OF SEATTLE. All rights reserved. Produced by the Seattle Department of Transportation. No warranties of any sort, including accuracy, fitness or merchantability, accompany this product. Coordinate System: State Plane, NAD83-91, Washington, North Zone PLOT DATE : 4/25/2016 AUTHOR: P&P GIS J:/GIS/GIS Projects/Grants</p>		

PIONEER SQUARE'S HISTORIC AREAWAYS



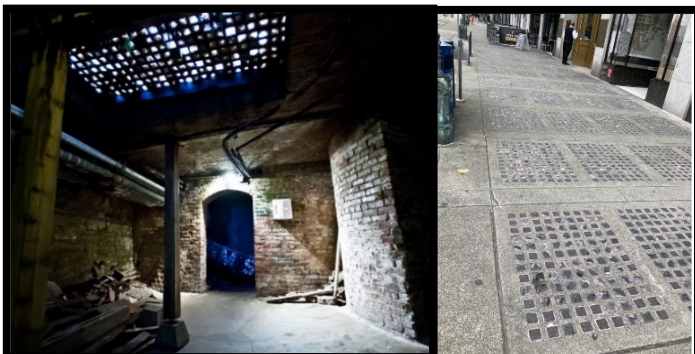
Many buildings and public spaces in Pioneer Square are essentially unchanged since the city's origin. They are protected and preserved whenever possible, and new structures are carefully designed to enhance the community's historic character.



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.