



The City of Seattle

International Special Review District

Mailing Address: PO Box 94649, Seattle WA 98124-4649
Street Address: 600 4th Avenue, 4th Floor

ISR 143/16

MINUTES FOR THE MEETING OF TUESDAY, June 14, 2016

Time: 4:30pm
Place: Bush Asia Center
409 Maynard Avenue S.
Basement meeting room

Board Members Present

Stephanie Hsie
Carol Leong
Tiernan Martin, Vice Chair
Miye Moriguchi, Chair
Valerie Tran
Marie Wong

Staff

Rebecca Frestedt
Melinda Bloom

Absent

Herman Setijono

061416.1 APPROVAL OF MINUTES

May 10, 2016

MM/SC/VT/TM 2:0:4 Minutes approved. Mmes. Wong, Moriguchi, Hsie, and Leong abstained.

May 24, 2016

MM/SC/TM/MW 4:0:2 Minutes approved. Mmes. Tran and Leong abstained.

061416.2 CERTIFICATES OF APPROVAL

061416.21 400 S. Jackson St. - Icon
Applicant: Brenda Barnes, Clark Design Group

Ms. Frestedt explained the proposed improvements within the right-of-way, including: sidewalk restoration; installation of a street tree and widening the curb cut on 4th Ave. S.; installation of benches and leaning rails at the bus stop on S. Jackson Street; installation of a trash receptacle and a bike rack; the proposed revision to penthouse plan; installation of rooftop solar equipment; revisions to

**Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods**

"Printed on Recycled Paper"

retail entry and storefront modifications and installation of neon accent lighting (white) along the canopies; and the proposed installation of building and tenant (Bartell's) identification signs. Signs consist of neon, canopy signs, and interior-lit cabinet signs. Exhibits included plans and photographs. This site is located outside of the Asian Character Design District. A Certificate of Approval (ISRD 138/14) for Use and Final Design was issued in July 2014, conditional upon the applicant returning to the Board with design of all work within the right-of-way. In Sept. 2014, the Architectural Review Committee received a briefing that included a presentation on right-of-way improvements and signage.

Applicant Comment:

Scott Clark, Clark Design Group, presented via PowerPoint (full report in DON file). He explained there are modifications to their earlier approval. He said that they have made the pilasters thinner which increases the storefront area; entry doors at Bartell's will be sliding instead of swing doors. He noted that traffic signal box which was to be relocated now won't be and that impacts the design of the entry. He said that they have eliminated the bus shelter. He said in partnership with King County Metro they will be installing leaning rails and seating under the canopy; bus stop signs will move closer to the curb. He said that they will add a bike rack, add a new tree, fire service lid and expand the existing curb cut.

Mr. Clark said that the existing curb cut will be expanded; it will be vehicular entry to building and garage. He pointed out where the fire service lids will go. He said that two street trees were proposed and now just one will be planted; per SDOT there are too many services in the area. He said they will redo the entire sidewalk to SDOT standard. He said that there is no standard bike rack and their preference is the Rail Type for 3, referring to the presentation materials, which will hold 4 bikes; he showed where it will be installed. He said that the bus sign will be ROW in line with other bus signs. He said there is no standard trash receptacle in the area and their preference is the slatted, flair top. He said there will be four lean bars with seating between. He said that lighting will be on the underside of the canopy; J-box and conduit will be concealed inside.

He said that they will eliminate the two canopies on the roof / penthouse and add an open trellis over the seating area – it will be less visible. He said they will add an array of solar panels – 1' 8" tall – that are not visible from street. He said at the lowest point the parapet is 1' 4" and the panels are set back. He explained that the slider doors at the retail entry will be installed and noted the signal box that will now have to remain in place. He said they will eliminate planting to west of door, add a step and handrail to handle the grade change.

Melissa Moore, Artco Signs, explained the ICON letters are 7" deep and will be lighted with neon; the hardware will be hidden. The letters are 4'9" high; two are 5' tall.

Mr. Clark said that no connection or conduit will be visible. He said the signage over the canopy at the residential entry will be mounted on the metal canopy. He said ICON will be mounted on the front; neon will wrap around the face of the canopy into the building. He said that signage on Jackson will run neon all along; there will be no exposed tubes.

Rob Rademacher, Bartell Drug, explained Bartell's sign proposal. He said it will feature the trademarked corporate logo that is recognizable. He said the sign will mount to storefront canopy; electrical connection will be obscured. He said it will be internally lit with warm temperature LED. He said they will add Chinese characters to the neon mortar and pestle

sign; background will be black. He said that one of their pharmacists, who is from Taipei, assisted in the translation. He pointed out the various sign locations.

Ms. Moriguchi asked about the canopy lighting.

Mr. Clark said the steel bar wraps and the lighting is within the C-channel profile.

Mr. Martin asked the translation of the Chinese characters.

Mr. Rademacher said it translates to “drug store”.

Ms. Hsie asked if Bartell’s was able to modify colors.

Mr. Rademacher said it is corporate trademark logo and they keep the consistency. He said the sign frame matches the storefront material.

Ms. Hsie commented that the horizontal datum of the signage is not the same across.

Mr. Clark said there is 8’ of grade change.

Ms. Hsie said she would like to see the signs more unified. She asked why they are upgrading the street on the west only.

Mr. Clark said no street upgrade is required at all but that given the scope of the project they elected to do it on 4th Avenue. He said that Jackson Street is a bridge with no dirt and they will leave that alone.

Ms. Frestedt explained that there was a lot of discussion about this early on.

Public Comment:

Mike Omura, SCIDPDA, asked how much the windows on Jackson will be covered with shelving.

Bob Edwards, Bartell’s, said they will keep the glazing as open as possible from the entry heading east they will keep the first two banks open.

Ms. Frestedt asked the applicants to speak to their plans for window treatments, which are also subject to Board review and approval.

Mr. Edwards said there is no sunblock on the west and to deal with solar gain they will use perforated roll down blind; it will be motorized and all will come down at the same height. He said they will tuck up above mullion line.

Mr. Clark said they will not be visible when up; he said they want to retain a sense of openness and transparency. He said the exhaust is for tenant space HVAC and will be above canopy.

Ms. Moriguchi asked if they were concerned about light pollution from large sign.

Mr. Clark said that they’re not, given the location and that the signs have low halo light.

Street Use

Responding to questions Mr. Clark explained that sidewalk paving will be done to 2' x 2' grid standard.

Ms. Moriguchi said she supports the proposed right-of-way improvements.

Mr. Martin said he likes the organization of streetscape amenities. He was glad to see that bike parking is maximized without impeding pedestrian movement. He said it is a busy area and while it is unfortunate the signal box must remain it is overall an improvement. He asked about the yellow stairs.

Mr. Clark said it is warning paint for safety. He said the east side of the entry is flush and steps aren't needed.

Revisions to Final Design

Mr. Martin said the penthouse modifications are not real visible and he noted the accent lighting is nice.

Signage

Ms. Moriguchi commented on the largeness of the ICON sign.

Ms. Frestedt said that her initial reaction to the tenant signage is that the storefront is over-signed, but noted the site conditions...long storefront and different configurations on the east and west.

Ms. Hsie, referring to the design guidelines, noted that it would be nice to have an overall signage plan to unify it all – Bartell's signs don't speak the same language.

Ms. Frestedt said the guidelines require a sign plan if there are more than three tenants, which is not applicable in this case.

Mr. Martin agreed – especially at the corner; he said it feels like a lot.

Ms. Moriguchi commented that they are slightly different sizes, proportions and locations.

Mr. Rademacher said the signs are proportioned to fit the space.

Ms. Moriguchi said one sign could have been made to include both Bartell's and the drug store sign.

Board Deliberations:

Ms. Moriguchi said the building sign is OK and that she likes the neon but that the Bartell signs are redundant and not unified.

Ms. Leong agreed and noted the redundant amount of signs. She said she liked the translation.

Ms. Hsie said that a lot of good attention has been paid. She said she liked the narrowing and the strong horizontal datum. She suggested unifying the height of the signs and consolidating them. She said the street is much cleaner, brighter, and the fixtures are not distracting. She said she would like to see elevations with all street furniture.

Ms. Tran said she would like to see a unified appearance with the two signs and to pay attention to how now to look like two separate signs.

Mr. Martin said he shared other board member concerns. He suggested simplifying the Chinese character sign by removing the backing or not having such clear competition with other signage. He said there are a lot of signs but they all serve the same purpose.

Ms. Wong said the west elevation is not as disconcerting as the south and said the Chinese sign seems to be floating independently.

Ms. Leong said she had no issue with the street use and the revisions to final design, just certain signage and horizontal datums.

Action: I move that the International Special Review District Board recommend approval of a Certificate of Approval for street use, revisions to final design and signage, conditioned on returning to board with revisions to retail signage that address organization and quantity of retail signs.

The Board directs staff to prepare a written recommendation of approval based on considering the application submittal and Board discussion at the June 14, 2016 public meeting, and forward this written recommendation to the Department of Neighborhoods Director.

The proposed street use, revisions to final design, and signage meet the following sections of the **International Special Review District Ordinance and applicable Design Guidelines:**

- SMC 23.66.030 – Certificates of approval – Application, review and appeals**
- SMC 23.66.332 – Height and Rooftop Features**
- SMC 23.66.334 - Streets and Sidewalks**
- SMC 23.66.336 – Exterior Building Finishes**
- A. General Requirements**
- C. Exterior building Design Outside the Asian Design Character District**
- SMC 23.66.338 – Signs**

Secretary of the Interior Standard #10

MM/SC/CL/MW 6:0:0 Motion carried as amended.

Ms. Frestedt said she would issue Certificate of Approval for everything but the Bartell signs. She said she heard board support for the translated sign and neon but there was concern about how to configure and consolidate this; she noted the datum line comments.

061416.3 BOARD BRIEFINGS

061416.31 Right-of-Way at 5th Ave S. & S. King St.

Briefing by Brian Dougherty, Seattle Department of Transportation (SDOT), on a proposed artistic pavement treatment within the intersection.

Ms. Tran disclosed that she participated in a community meeting related to this and recused herself.

Brian Dougherty, SDOT, explained the origins of the project, funded in part through the Only in Seattle program and Safe Routes to School partnership. He said he knows the community process is important. He said there may be interest in doing this in other intersections as a gateway and place-making treatment. He said that design and installation are fully funded. He explained the intent is to improve safety for pedestrians, define the pedestrian space, improve the sense of place and draw attention to the Chinatown Gate. He provided photos of the intersection in the 1920s when it was brick. An early concept was a painted brick treatment but feedback was that it was inauthentic, not appropriate, and they shouldn't replicate historic brick condition. He said they looked at other neighborhood elements for inspiration: the brass inlays and the mural facing Hing Hay Park. He noted another early concept of bamboo, chopsticks and wok which received mixed opinions.

Mr. Dougherty stated that the first option was to paint a brick treatment to replicate the brick to the west, but that replicating the brick was not well-received. He said that this is a learning process and that "We should have gone through a community visioning process instead of coming up with our own ideas." He said that outreach was done to SCIDPDA, Puget Sound Community School, Summit Sierra School and by doing a walkabout with Paul mar to identify possible locations. He said they all identified this as the top place to do the project.

Jamie Lee, SCIDPDA, said that they pulled together the original streetcar working group and looked back on designs for the streetcar. She said they decided to tie this project to the streetcar and use the same design. She said they hired Terry Marks again.

Mr. Dougherty showed photos of four designs and said the light-colored dragon is preferred. He said the design will be painted on top of the asphalt.

Ms. Lee said they will go out with swatches to see if the asphalt is dark enough.

Mr. Dougherty said the design will be consistent with the design for streetcar and streetcar station. He said the paint is Endurablend and is designed for high volume street. He said it adheres to the pavement and lasts 5-10 years. He said installation is two days. He explained they will reinstall the flashing beacon light and will reuse existing poles. The flashing light will be red now instead of yellow.

Ms. Frestedt asked what happens if there is utility work in right of way.

Mr. Dougherty said that is a good question; they do not have maintenance funds for the street design but noted a couple possibilities such as Neighborhood Matching Fund. He said there is some street repair work to do first and then they hope to put the design down in late summer – they need warm, dry conditions.

Public Comment:

Marissa Hagney, Living Futures Institute, asked if they have considered geographic orientation of the flowers in relation to the neighborhoods – Chinatown, Japantown, and Little Saigon.

Mr. Dougherty said they are working with Mr. Marks to get scaled site plan and if there is a preference now is the time to voice that.

Mike Omura asked if they considered an in-pavement type flashing beacon.

Mr. Dougherty said they had, but they have ruled out that option, noting sensitivity issues that prevent them from functioning properly. He said there are also proprietary maintenance issues.

Ms. Moriguchi said she likes the art and the community involvement and connection to the streetcar. She said color-wise, it would be interesting to relate to the gate, rather than the streetcar. She said she is working on the Publix project and there is concern about dips and puddles in the road on 5th and suggested that be addressed before doing this project. She said the beacon will be helpful and noted it is a dangerous stop.

Ms. Leong said that she would like to see funding issues related to maintenance and repair resolved so if utility work is needed repair won't be thrust at the BIA or PDA to figure out. She asked about the dimensions.

Mr. Dougherty said that they have not confirmed dimensions.

Ms. Wong said she is interested in dimensions and how it will fit in the intersection. She said there is so much going on in the intersection it could be busy – dragon, gateway, flashing light, and this; it could be visual bombardment. She expressed concern that it may be too much – info overload. She agreed with Mmes. Moriguchi and Leong that infrastructure in City is a problem. She said if there isn't money to replace 30% of the design that is torn off it could end up looking worse than just having a simple brick treatment.

Mr. Dougherty said brick is much more expensive.

Mr. Martin agreed with the visual chaos of the intersection and noted that's something that can be celebrated in the neighborhood. He said a little more chaos isn't necessarily a bad thing, so long as it's safe. He asked if the beacon would be installed first.

Mr. Dougherty said they will do it all at the same time to save on costs. Responding to questions he explained that the intersection today operates the way an all-way walk functions and it will function the same but be more active. He said they will add solid white parallel lines next to cross walk.

Mr. Martin said to make sure it is clear to drivers what to expect.

Ms. Hsie said she would like reassurance about community support for this design. Once you put it in the crosswalk it's like branding. What are the community goals & desires for other intersections and potential future crosswalk treatments?

Ms. Lee commented on the amount of email correspondence about the design.

Ms. Hsie requested a summary, such as a bulleted list, of the feedback in the emails.

Ms. Lee said future crosswalks wouldn't automatically go to this design but it would go through the community process again.

Ms. Moriguchi asked at what point the crosswalk becomes marketing for the streetcar? She said to be clear about crossing and about what they are doing with all the markings. Safety is important.

Mr. Dougherty said he will work with Ms. Lee and Mr. Marks.

Ms. Leong left at 6:30 pm.

061416.32

Little Saigon Streetscape Concept Plan

Briefing by Aditi Kambuj, SDOT, and Robert Scully, Office of Planning and Community Development (OPCD), on the planning process and potential design components associated with the development of a unified streetscape concept plan for Little Saigon.

Robert Scully provided an overview of the work in Little Saigon to give it some identity – a parklet, park, a big development project. He said they are working with SCIDPDA and Friends of Little Saigon.

Aditi Kambuj went over mission and core values and explained the streetscape concept plan to encompass safety, lighting, street furniture, art, unique features, materials, landscaping. She said the goal is to help strengthen the identity within Little Saigon through streetscape improvements. She said that they are working on community engagement in June and July; hope to finalize the concept in October and go through review and adoption in November.

PowerPoint in DON file. Following are board questions and comments.

Public Comment:

Jamie Lee, SCIDPDA, said they are working with OPCD and SDOT around place-making. She said with all development coming into the neighborhood they want to have a say in how it happens.

Mike Omura, SCIDPDA, said the 10th Avenue stairway was a missed opportunity due to the service driveway located at the end of the staircase. He noted the future Asia Plaza redevelopment and the challenge to connect between Yesler Terrace and Little Saigon. He said continuing southwards on 10th Ave. S. is important.

Mr. Scully said that SHA had purview to the property line; the rest is left for others to figure out.

Ms. Kambuj said they reached out to the developer there about connection.

Mr. Omura said there are opportunities to make it more pedestrian friendly. He said he agrees with the channelization of 12th and said that Weller is becoming the preferred alternative of coming into the CID.

Ms. Frestedt noted the value of being more intentional about design cohesion and continuity districtwide and noted projects that are coming down the pipeline.

Ms. Moriguchi said there are small one and two story buildings there now and what is coming is completely different. She said there should be a capacity study and to think about street scale in terms of improvements with changes coming.

Ms. Frestedt said to understand the complete cross section of the block.

Ms. Moriguchi said if guidelines are made they should relate to potential scale.

Mr. Martin said there is excitement around King Street and its potential; it is a through connection to the rest of the district. He suggested widened sidewalks and adding greenery.

Ms. Kambuj said that greenway is bikes and pedestrian safety and green streets refer to greenery and street parks.

Mr. Scully said development in this area will go up to 85'. He added that the idea behind Green Street designation is to create more opportunities for pedestrian-oriented open space.

Mr. Martin said to be aware of how King Street, west of I-5 is used for festivals and day-to-day in the district. He noted the community vision of what 10th is – connection to Yesler, view, mid-neighborhood connection. He asked what the community's vision is for 10th Ave. S.

Ms. Kambuj said to look at materiality and what the right approach east of the freeway is. This led to a discussion of brick pavers in the right-of-way.

Ms. Moriguchi expressed concern for trip/slip hazards for the elderly.

Mr. Martin supports curb bulbs as an effective tool in slowing down traffic. He said materiality is not a big an issue and that he's open to exploration of options.

Ms. Frestedt said of changing of materials over time to think of how they are maintained, how to maintain continuity; she cited the bricks.

Ms. Kambuj noted Bell Street and how the concrete is scored differently.

Ms. Tran said this is a good opportunity for wayfinding and paying respect to things that are important in the neighborhood.

Mr. Omura commented on the history of the area before it was Little Saigon; Japantown extended to that area and there is a jazz history that goes all the way past Rainier. He said that historic things could be pointed out and incorporated in.

Ms. Kambuj said it could be done via art, heritage, and plantings.

Ms. Hsie said she would like to see an outline of what document will look like and more depth to the map that was distributed. She asked, what is the desired character of each street? She said the more clearly they can visually communicate that, the better, especially for designers and developers who aren't from this area. She said not all streets are created equal. What does the community think?

Ms. Kambuj said that they will alert Ms. Frestedt of any outreach meetings.

Ms. Frestedt said that board members can attend but if actively participate would have to recuse from board review.

061416.4 DESIGN GUIDELINE WORK SESSION

061416.41 Board review and discussion of proposed guideline revisions was postponed.

Adjourn 7:15 pm.

Rebecca Frestedt, Board Coordinator
206-684-0226
rebecca.frestedt@seattle.gov