



**Seattle  
Design  
Commission**

**MINUTES OF THE MEETING**

**September 20, 2007**

**Greg Nickels**  
*Mayor*

**Karen Kiest**  
*Chair*

Projects Reviewed

South Lake Union Streetcar

**Tasha Atchison**

Mayor's Office Briefing

Freeway Park

**Pam Beyette**

Sound Transit University Link

**Evan Bourquard**

**Brendan Connolly**

Commissioners Present

**John Hoffman**

Karen Kiest, Chair

Tasha Atchison

**Mary Johnston**

Pam Beyette

Evan Bourquard

**Dennis Ryan**

Mary Johnston

John Hoffman

**Darrell Vange**

Dennis Ryan

Darrell Vange

**Guillermo Romano**  
*Executive Director*

**Layne Cubell**  
*Senior Staff*

Convened: 8:30am

Adjourned: 5:00pm

Staff Present

Guillermo Romano

Layne Cubell

Vivian Chang

Tom Iurino



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**20 September 2007 Project: South Lake Union Streetcar**  
**Phase: Design Update**

**Last Reviews:** 06 April 2006; 07 December 2005; and previous

**Presenters:** Ethan Melone, Seattle Department of Transportation

**Attendees:** Ken Johnsen, Shiels Obletz Johnsen  
Bob Corwin, Resident

Time: 1.0 hours

(SDC Ref. 169/RS0606)

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**Action:**

**The Commission thanks SDOT for the design update and recommends approval of the project with the following comments:**

- **Appreciate how sponsorship and advertising program has evolved.**
- **Encourage SDOT to develop overall streetcar plan for future extensions and routes.**
- **Support the concept behind the Westlake Transit Hub capital project and making the SLU Streetcar part of the larger transportation network.**
- **Commend the team for keeping the green roof on the Maintenance Facility and hope there will be funding for the art fence in the future as this was an important part of the original design.**
- **Conduct a ridership study of passengers early on and perhaps use the study to advocate for shelter design and maintenance.**
- **Look forward to progression of Art Plan in follow up reviews at the Public Art Advisory Committee (PAAC).**
- **Encourage you to time the traffic signal on Westlake between Mercer and Denny at peak hours for better north-south flow.**

**Proponent's Presentation**

*Design Updates*

Construction Update. The groundbreaking occurred in July 2006, with substantial completion in September 2007. The maintenance facility interior will be built through October 2007, and the final completion (punchlist) will be finished by November 2007.

Vehicle Update. There is one car at the on-site at maintenance facility, with the second and third cars due by October 1, 2007. The service plan and fares are Mondays through Thursdays from 6 am to 9 pm, Friday and Saturday from 6 am to 11 pm, and Sunday from 10 am to 7 pm. Trains will come 15 minutes. Adult passengers will pay \$1.50 flat fare (Metro One-Zone Peak). Metro start-up activities include a newly hired "streetcar operations chief" and supervisors, operators, and maintainers. The sponsorships target revenue is \$500,000. Training and testing plans have been developed.

Pedestrian and Streetscape Improvements: The Westlake Hub includes intermodal connections between the Monorail, buses,



South Lake Union Streetcar Line

and the SLU Streetcar. There will be a two-way Westlake, which includes two lanes instead of four lanes and will be more pedestrian friendly. Lake Union Park will have an improved entrance. There will also be new signalized crossings, new landings and ramps (new pedestrian refuge), accessible push buttons and LED displays, street furniture (new and improved), platform landscaping (new glass bus shelters). There will also be improved signage, graphics, and identity, which include transit information, sponsor information, website, vehicle exterior/interior ads, shelters, and other materials.

Opening and pre-opening events include launching the website by September 5<sup>th</sup>, the first vehicle delivery on September 18<sup>th</sup>, maintenance base tours throughout October and November, station openings in October, and sponsor opening parties in December. The grand opening event is targeted for December 12<sup>th</sup> with free rides through December. Streetcar ambassadors will be incorporated in the overall strategy to maintain the quality of the streetcars.

### **Public Comments**

- In terms of SDOT planning ahead, is there a body to oversee future development?
  - The Mayor's budget has extension funding which can address these issues.
- Pleased to see the improved pedestrian environment and encourage SDOT to look at 9<sup>th</sup> Avenue west of Westlake, and make that a two-way street.
  - It will happen hopefully by next year.

### **Key Commissioner Comments and Questions**

- Are there plans for transit signal priority?
  - The team will first test to see how traffic flows without transit signal priority and additional Opticomms will be needed to activate the system. It is more about evaluation on how much time one gives up on crossing streets compared to running another car, which incurs more operating money.
- What are the plans for sidewalks along the tracks?
  - The sidewalks currently have a joint use. However, when there is a real sidewalk on the south side of the tracks, the north side can be a trail for bikes and pedestrians.
- Who will monitor the platforms and stations? Will there be evaluations for performance?
  - The City will maintain platforms and shelters. SDOT just started discussions with UW to make first year evaluation of ridership, customer and satisfaction of business and property owners, and areas of improvement. Ownership helps and being a sponsor is worth it.
- Sponsorship presentation was elegant, simple and well done.
- Describe value engineering (i.e. the fence and decorative treatment on Harrison). What things changed from last time?
  - The fence at the north of the maintenance facility was not incorporated, but it would be easy to install once more funding comes through. The metal structure and cladding was pre-manufactured in Omaha in a factory, which cut costs. The structure used less concrete, a crane was not needed, and the SDOT also saved money on electrical.
- The Metro bus shelters are unattractive. Would they be able have the same design as SLU Streetcar? Is it a matter of operating or capital costs?

- Operating and maintenance costs are the issue. Not until Metro sees it as beneficial to their operating and maintenance functions are new shelters likely because Metro is concerned about any customizing of their system-wide bus shelters. Perhaps the new shelters can be installed through more advertising.
- How is the Westlake hub related to the SLU trolley?
  - The Westlake Tower entrance on 5<sup>th</sup> Avenue and Olive Street is kitty corner to the transit center, although signage is needed to point to the entry. And the Westlake Center station and transit tunnel will reopen next week. Seamless transit connections are the goal.
- Is there a time to check back for more funding or reach a target ridership? Does it make money?
  - The fact that the Mayor has plans for Westlake Hub funding in the CIP budget is important because that reflects the will to fund and promote the SLU streetcar as a transit option. The streetcar will not make any money; it relies on subsidies as any transit system does. The Mayor wants to make the streetcar network more extensive but the City has put the SLU Streetcar ahead of the master plan.
- Is there a place where we could see a station?
  - The trackworks are mostly done and are ahead of the shelters. However, Lake Union Park and 7<sup>th</sup> Avenue southbound stations are nearly complete.
  - Platform portion of street improvements are underway.
- Who is going to maintain the landscaping?
  - If developers put them in, their building management will maintain the landscaping. If SDOT puts it in, then SDOT will maintain the landscaping.
- Is there going to be a youth fare?
  - Yes, in addition to senior and disabled fare. Data collection is going to be important for further development to study things like whether well-designed shelters will see decreased vandalism among other studies.
- Has there been artist involvement in regards to graphics, color of cars, etc.?
  - The architects have been involved with station and maintenance facility colors. SDOT hired a graphic design firm, InSO Design, which are experts in branding. The Arts Commission has funding from 1% of the budget to implement their art program and that is in process.
- With Westlake being two-way, what is the signal timing through the corridor that maintains efficiency for streetcars and vehicles, especially to the south of Denny?
  - As of today, SDOT has not changed signal timing. The intersection at 7<sup>th</sup> Avenue and Lenora could be adjusted, which can be done quickly.
- The off-peak hour signalization between Denny and Mercer should be changed to peak hour operations to ensure a faster trip.
- Support the Westlake hub project to promote the relationship between streetcars and the tunnel. However, more signage is encouraged.

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**20 September 2007 Project: Mayor's Office Briefing****Phase: Discussion****Last Reviews:** 03 May 2007, 18 January 2007**Presenters:** Tim Ceis, Deputy Mayor**Attendees:** Bob Corwin, resident

Time: 1.0 hours

(SDC Ref. 220)

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**Action:**

**The Commission thanks the Deputy Mayor for his time, comprehensive view and enlightening insights and finds the underlying theme of the group discussion today has been how the City might take a more comprehensive approach to projects and design. The Commission offers its support and will continue to advocate for that as they go forward with review of project designs.**

**Proponent's Presentation***SR-520 Mediation Group*

WSDOT is the lead agency on the SR-520 mediation process, whereas SDOT represents local neighborhoods. The main area of contention around the SR-520 project is the design of the west end and more specifically how to reduce its footprint and impact through mitigation on the Arboretum, University, and local traffic generated. Thirty-four skillful community representatives are working with the state's mediators to find common ground and to help constituents recognize the reality of the transportation facility. It has been a difficult process because in the past because different stakeholders have had a hard time listening to each other. It has taken fifteen years to make it to this point but a decision must be made. Although mediation is not a guaranteed success, the City has tried everything else.

*Alaskan Way Viaduct*

The center section is the big question, but the project addresses mobility issues in south end very well, whereas the north end is more problematic since the need to do work on Battery Street is still being questioned. In the Deputy Mayor's point of view, it was a wasted investment and has potential to shut down the corridor. Work at the technical level is going well, such as the vent repair. However, relocation of utilities is problematic in Pioneer Square and International District. Center City's portion of the Viaduct must address future growth and density. One concern for the Commission is the idea of using design-build process for the project which could compromise the quality of design work. The Mayor's Office sees design build as a valuable process since it avoids value engineering at the end and puts important decisions up front. Successful enhanced design-build projects include Issaquah Highlands and Dupont projects, which had effective and timely scopes and schedules. The City will be very involved in design of this project. The Commission has reviewed South Lander, East Marginal Flyover, etc. and understands the complexity of these projects. However, the Commission would like to see a more comprehensive view, especially in regards to SR 519. Infrastructure and construction management coordination is in the Urban Mobility Plan, but not design, pedestrian and bicycle experience. The Commission should follow up with Grace Crunican at SDOT to convey its concerns about that.

### *Mercer Corridor Project*

The Commission's recent reviews saw real progress and notable improvements, but feels that it is misleading to call it just "Mercer." This is a much more comprehensive project and will have wider impact beyond South Lake Union. Future of west end at Broad and Aurora is uncertain, but plans are focused on tempering not lowering Aurora. The Commission still finds that Ninth Avenue design needs some improvement.

### *Fire Stations*

The Commission has been actively reviewing many neighborhood fire stations. John Hoffman will sit on the next round of consultant selection panels. Schematic designs of five stations already underway are coming out in the next three months. Fire stations are difficult to design so the Commission encourages them to look at landscaping and to design more rigorously, not just extrude the program. Neighborhoods are weighing in which is great and the public art program shows real promise with \$90k in funding for each station. The Commission recently toured Fire Station 10 and the Emergency Operations Center and found the realization of the designs with that project is great.

### *Civic Square Project*

The Civic Square Project is moving ahead and the Commission is following that in joint reviews with the DRB. The street edges are going well, although Cherry is a challenge for vehicular access. Office, residential, and retail has not caught up with the public realm. The economic deal is not done and in turn, sustainable design gets pushed back. The recent retail workshop has shifted thinking to look towards Pioneer Square and lining the circulation to Metro transit tunnel with retail has become important. However, the direction that public art is taking is disappointing; a major art presence is needed on the plaza to help recognize the development as a private-public partnership.

### *North Bay*

Zoning will occur after the Industrial Lands policy issue is reviewed at Council. Hope it is possible to get action on this issue soon. The Port plans are changing, might not do much in the way of commercial development after all. The Commission believes the development should have design review, but that may be hard to negotiate.

### *King County Civic Center*

The Mayor and King County executive, Ron Sims, spoke a week ago, and the City offered additional height for the building if there is better design. The code requires a lot of space to accommodate volume. However, the County is taking it in pieces and funding and approval are still in process. The Commission would like to see how King County's new Civic Center relates to the City's park and wonders whether this particular open space is needed since City Hall's park is close by. The County has its own ideas for the redevelopment of the park which includes a fence around the park for security, whereas the Mayor's Office has concerns with fencing and does not want to use money for yet another redesign. There is a possibility for a green roof. Other issues involve getting James Street to work, which will improve the street environment

nearby. The Commission supported the City's previous design and will push for capital improvements and park rangers to bring physical presence to the city's park.

#### *Westlake Center*

There is general consensus that Westlake needs to be used as a public square. New owners of Westlake Center are contemplating new designs, which include a hotel on corner and bringing retail out to the street, and if done right, it could change the nature of the plaza, especially since Westlake Center is not competitive now. More changes include moving the frontage towards the west end, which would transfer the public space towards that end. There was a question of whether or not capital funding will be available for Westlake plaza for landscaping and to make a stronger connection between the streetcar and the monorail. The Commission will continue to follow this project.

#### *Neighborhood Planning*

New citywide sidewalk, pedestrian and neighborhood planning efforts are getting underway. A role for the Design Commission is to focus on the comprehensive goals and CIP projects. However, design dimensions are lacking from previous plans in circulation. The quality of public spaces and how that applies to the entire city is a key concern. There needs to be consistency with neighborhood plan updates, and planning staff can be used for their coordination efforts. Integration of urban design is needed as the City thinks about these plans and how to update them.

#### *Upcoming CIP Projects - Lake Union Trail Proposal*

There is \$1 million of seed money to fund the Lake Union Trail, which is a reuniting force for communities around the lake and great for pedestrian and bike transportation. That project will be an important one for the Commission to follow.

#### *King Street Station*

BNSF Railway has only one motivation, which is to close the sale of King Street Station before the end of the year to get tax benefits. The City cannot spend money on projects just yet. The Commission has been working with SDOT and will host a workshop on King Street Station early in the new year. The North Lot development has exciting possibilities and its relationship to King Street Station will be important.

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**20 September 2007 Project: Freeway Park**

**Phase: Design Update**

**Last Reviews:** 16 November 2006; 16 February 2005

**Presenters:** Ted Holden, Seattle Department of Parks and Recreation  
Iain Robertson, Consultant

**Attendees:** David Brewster, community member  
Victoria Schoenberg, Seattle Parks  
Bob Corwin, resident

Time: 1.0 hours

(SDC Ref. 220)

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**Action:**

**The Commission thanks the team for their update and presentation of early design concept related to the renewal of the park especially the landscape improvement plan, and makes the following comments:**

- **Support and approve the thorough and thoughtful approach to the landscape design, which in this case involves the removal of some trees to support the character of park.**
- **Appreciate renewed plan using smaller scaled plants to respond to the smaller scale landscape design elements.**
- **Support the use of a zonal approach or species differentiation to bring out the different areas in the original landscape plan.**
- **Suggest an approach to the park that includes time-based analysis and consideration of future changes to some of the plant boxes and that might require that choices about plants be reexamined.**
- **Appreciate comparison of this park with others in terms of new and ongoing uses and giving new consideration to the value of this park for rest of city.**
- **Encourage using pedestrian nodes as an opportunity to reinforce circulation and use of the park.**
- **Bring more context plans and studies to the next presentation to help frame the experientially based methods of assessment shown today**
- **Appreciate detailed plant material list, but revisit whether the proposed tree palette is adequate to tame rowdiness of vegetation and overgrowth.**
- **Urge that the drama in the original park design not be edited out in this new approach.**
- **Support general direction of preferred alternative, but encourage design team to keep the view of the freeway as part of the plan.**
- **Recognize that Freeway Park needs proper PR as it is a hidden gem.**
- **Support Mayor's urban forest management plan and policy of 2-1 tree replacement but recognize this Park might prove to be the exception and tree replacement might not be implemented at this park but rather off site.**



## **Proponent's Presentation**

### *Background*

It has been 31 years since Freeway Park was created and in that time, it has been used and misused. In 2005, Project for Public Spaces proposed a plan to help reactivate the park and to decrease drug activity, homeless camping, lack of safety, gloomy sense. One major stakeholder is the Freeway Park Neighborhood Association. Additionally, the Mayor and City Council have given \$2.5 million to implement some of the projects. The Piggott Corridor Fountain Restoration is estimated to cost \$680,000. The initial piping was made of PVC and contained much sediment, cracks and leaks. Additional areas of improvement include piping for fountains and pedestrian lighting, which is estimated to cost \$270,000. ORB Architects have been hired for these projects and will provide an update at a future presentation on aspects of mechanical engineering, architecture, and lighting.

### *Landscape and Renovation of Picket Corridor*

Iain Robertson is the consultant that has been hired to landscape and renovate Piggott Corridor. His idea is to follow the original design and concept of Freeway Park as an "oasis," and continue the bold, geometric, concrete interpretation of nature. The park as a "city-sized window box" has a surrounding city that is much different now than when it first opened and different use patterns. The proposed landscape improvements are seen as a management plan, rather than a capital improvement project due to the continuous cycling of changing plants over the years. The park cannot currently be approved as a landmark by the City due to WSDOT airspace rights. After a study, several decisions have been reached. First, the concrete walls will stay and twenty trees will be removed. The current conditions for the canopy and roots dictate that they cannot plant 2 for 1 per mayor's request. An elevated street west face in the heart of the park has been proposed since the people do not know where the current elevated stairs leads to. The plantings will help people to orient themselves. There are three alternatives for plant massing. The first and best alternative is to replace the evergreen forest with deciduous conifers forest best alternative because they can be planted closer together and maintain original character. In this instance, groves of smaller trees in places of current large trees (aspen or birch) will be planted, with splashes of annual colorful plants. Not many shrubs are going in since groves of trees will give better feeling than shrubs. The ground plane will include ten to twelve species of understory ground plants (i.e. carpet underneath groves and flowering trees). The second alternative includes a forest growth placed in different locations which creates a radical change in distribution but differentiating spaces. The last alternative is an intermixing of forests that homogenizes the space.

## **Public Comments**

- There have been lunchtime activities at the park during the summer, as well as evening dance series, although there is not enough volume for vendors yet.
- Main problem of park is lack of people perhaps due to the fact that there is not enough signage, along with subliminal signs of danger.

## **Key Commissioner Comments and Questions**

- How does the drainage and structure of the plant boxes work?
  - The removal of trees will require the entire removal of soil; however, the structure is uncertain.

- How will the massing enforce Helprin's scheme?
  - The park is an expression of nature, but needs to be fine tuned to proper scale and massing.
- Can there be an approach towards nature and wayfinding that implements ecosystem zoning?
  - No, because people will not pick up those differences.
- The editing might water down the original plan for the park. Perhaps the plan can be more dramatic with exciting new plants and keeping some original groves. Also, consider the view from the freeway. Consider keeping pines.
  - The Calare groves may be edited out. There is a proposal for the substantial expansion of Japanese trees; however, pines do not do well in freeway conditions.
- Photographs would have helped the presentation, especially aerial photos.
- Like direction, such as the long term view and the clear reasons for the elimination of the trees.
- Consider the political approach for replacing two trees for every one tree removed.
  - The mayor's plan can work for street trees, but in this case, perhaps a compromise can be made by compensating masses of vegetation instead of removed trees.
- Support tree removal at this site and also support Mayor's policy of 2 for 1 tree replacement citywide, but see this park as the rare exception; Boren Park is a possible location for the trees.
- The most significant statement that Freeway Park makes is that Seattle chose to have a freeway park, which is an essential idea to underscore. Therefore, the "window box" idea must be carefully considered.
- Look at the park from the viewpoint of how current pedestrian use can be reinforced.
  - Yes, studies can be made on changing conditions, use patterns, etc. but then it will be difficult to decide between specific plants.
- Examine the edges carefully, especially by the Convention Center.
  - Seneca Tower is a great new development at 8<sup>th</sup> Avenue and Seneca Street. A café or restaurant could go in at the ground level which is at a different elevation than the six or eight story building across the street. This will in turn provide a corridor connection from First Hill.

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**20 September 2007 Project: Commission Business**

**ACTION ITEMS**

- A. Timesheets
- B. Minutes from 09/06/07/Chang

**DISCUSSION ITEMS**

- C. Outside Commitments/All
- D. Site Tour and Design Awards/ Kiest
- E. SR-520/Atchison
- F. UW China Urban Design Studio/Chang
- G. Farewells/All

**ANNOUNCEMENTS**

- H. Jacobs and MacDonald, Boulevard Design, 9/25, 6:30-8:30pm, Bertha Landes Room, City Hall
- I. DC Farewell/Welcome Reception – postponed to November

Time: 0.5 hour

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**20 September 2007 Project: Sound Transit University Link, Capitol Hill Station**

**Phase: 30% Design**

**Last Reviews:** 16 August 2007

**Presenters:** Debora Ashland, Sound Transit  
Ron Endlich, Sound Transit  
Barbara Luecke, Sound Transit  
David Hewitt, Hewitt Architects  
Barbara Swift, Swift & Company  
Joe Mathieu, Seattle Department of Transportation  
Lisa Rutzick, Seattle Department of Planning and Development  
Michael Jenkins, Council Central Staff

**Guests:** Mahlon Clements, Seattle Planning Commission  
Kevin McDonald, Seattle Planning Commission  
Kirsten Pennington, Seattle Planning Commission  
Catherine Hillenbrand, Seattle Arts Commission  
Richard Andrews, Seattle Arts Commission

**Attendees:** Martha Lester, Council Central Staff  
Barbara Wilson, Seattle Planning Commission  
Ruri Yampolsky, Office of Arts and Cultural Affairs  
Michelle Ginder, Sound Transit  
Greg Ball, Northlink Transit Partners  
Allison Maitland Scheetz, Swift & Company  
Bob Corwin, resident

Time: 2.0 hours

(SDC Ref. 121/RS0613)

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**Disclosures:**

**Kirsten Pennington- Works with CH2M HILL. Sound Transit is a CH2M HILL client.**

**Action:**

**The Commission thanks the Sound Transit Train team for its presentation of the Capitol Hill Station and approves the 30% design phase, with the following comments:**

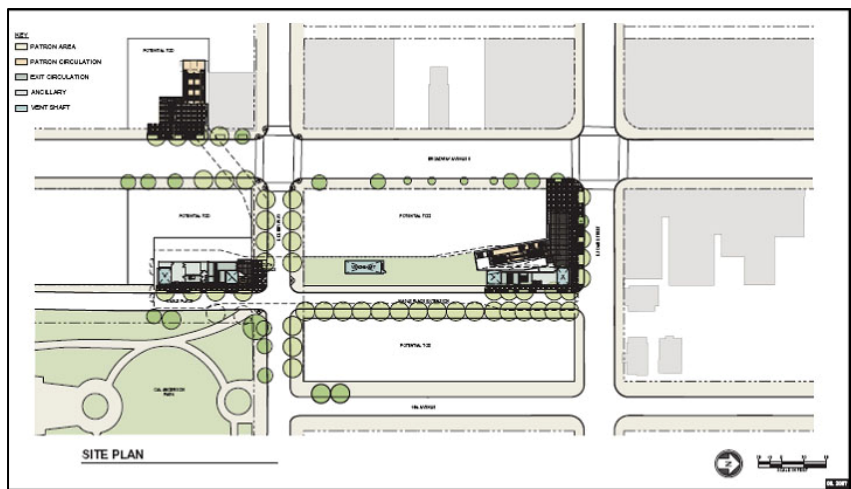
- **Approve and support the Nagle extension for a variety of functions with a focus on pedestrians.**
- **Support plans to engage an artist in the design and extend the art experience to both riders and pedestrians underground.**
- **Appreciate clarity of the design presentation and the color graphics.**
- **Support incorporation of natural light in structural elements such as vents and skylights in roof and would like to see this idea explored further, looking at both durability and maintenance.**
- **Appreciate differences expressed by each station entrance and the role of public architecture as a response to context.**
- **Underscore the importance of maintenance of glass and building canopies.**
- **Consider increasing size of the building at the West Entry.**

- Encourage attention be paid to wayfinding and information signage. Support addressing these functions in concert with architecture as the buildings themselves could also provide similar information.
- Like how Broadway retail wraps the corner at the North Entry.
- Revisit ways to bring light and openness to the South Entry and explore potential with Sound Transit for bringing natural light into the main tunnel vault.
- Encourage a partnership between Sound Transit and Seattle Central Community College regarding bike access and storage.
- Encourage the incorporation of art in the tunnel from Seattle Central entrance over to the station.
- Encourage Sound Transit and SDOT to discuss the parameters for the adjacent TOD parcels, particularly their likely height and uses, in subsequent design work as this must inform the station design and vice versa.
- Support the incorporation of artist live-work areas into TOD parcels.
- Attention should be paid to bicycle transportation and access.
- Encourage the design team to make the tunnel feel as safe as possible.
- Ask that the design team at the next presentation:
  - show the larger planning context for this area.
  - explore the next level of design in a 3-d model.
  - provide clearer 8 ½ x 11 color presentation materials.

### Proponent's Presentation

*Background* There will be a public open house on September 26, 2007 from 5 pm to 8 pm at Seattle Central Community College to present the 30% station design and get feedback from the community.

The Capitol Hill station is located in the heart of the Broadway business district, underneath Nagle Place, just southeast of Broadway and John St. Three separate entrances will provide access to the station as well as amenities such as information and ticketing. The entrances include a north entrance at E. John and Broadway, a south entrance at Denny and Nagle Pl. across from Cal Anderson Park and a west entrance on the west side of Broadway just north of SCCC. The station box is located under Nagle Place.



Capitol Hill Station Site Plan

The station box is located under Nagle Place.

A key consideration of the design is to preserve the opportunity for future redevelopment at up to four sites adjacent to the station entrances after construction is complete. The current design includes an extension of the existing Nagle Place between Denny and John.

The north entrance includes a five-foot drop from Broadway to the east edge of the entrance, which influenced the orientation of the entrance. Patrons will enter from the west and proceed to the mezzanine level using stairs, escalator or elevator. There is enough open space to give a strong presence, and the activation of the space will be demonstrated by station and retail activity. Light and transparency will be used as calling cards. The uses of a clerestory to bring light into the station and a green wall on the east external wall of the station are important design features.

The south entrance is the most minor of the three entrances in terms of size, access and usage. Patrons would enter from the north and take an elevator or stairs to the mezzanine level or directly down to the platform. The south entrance also makes use of clerestories to provide natural light, and a green wall to provide a natural element.

The west entrance includes stairs, an up-escalator and elevator for access to pedestrian tunnel under Broadway which connects this entrance to the mezzanine level of the station. The west entrance is a simple space, with a clerestory to bring light into the entrance. There is also a covered area for bike racks and lockers (20 spaces and 4 lockers) located on the south side of the entrance, in close proximity to the college.

The pedestrian tunnel from the west entrance to the station slopes at about a 3% grade. The width and angle of the tunnel have been adjusted to allow for maximum sight distance, an important safety consideration for patrons walking through the tunnel. From the mezzanine level of the station, patrons will take stairs, elevator or escalators to the platform, where they will board light rail trains.

The ceiling of the station is constructed with metal mesh that forms an inverted V over top of the mezzanine and platform levels. The air vents and other mechanical requirements of the station are concealed behind that mesh, while still allowing air flow and access for maintenance. This innovative design prevents the inner workings of the station from interfering with the experience of the riders.

Barbara Luecke has been working with various stakeholders to form the Art Selection Panel, which will work to select the artist for the station. Designs for the artwork will be presented along with the 60% design milestone next spring.

### **Public Comment**

- Michael Jenkins, Council Central Staff:  
Councilmember Clark's Neighborhood and Economic Development Committee has identified several key points and desires: maximize development over the station box, not just at-grade to accommodate a mix of commercial, residential, open space; maximize pedestrian opportunities for safe and comfortable movement at station; and maximize opportunities along Nagle to serve as a functional part of street system for ST

maintenance, cars and pedestrians; and keep it integrated with urban context of Capitol Hill.

### **Key Commissioner Comments and Questions**

- Do the elevators go to platform or mezzanine?
  - The elevator at the north entrance goes to the mezzanine level. At the south entrance, the elevator goes directly to mezzanine or the platform. At the west entrance, the elevator goes to the pedestrian tunnel which leads to the mezzanine level, where another elevator leads to the platform.
- How wide are the sidewalks?
  - They are 20-foot sidewalks in front of the entrances. The plaza areas at the north and west entrances create additional sidewalk widths.
- Why was the five-foot slope of the sidewalk not absorbed into the escalators/stairs?
  - To reduce the size of the wall between the station and sidewalk so the station could feel like it was part of the sidewalk.
- Does ST want to have anything built on top of the 65' deep box?
  - Construction of TOD is feasible over portions of the station box, but further study is necessary with respect to structural loading, access to the service areas of the station, and operations of the station mechanical systems.
- Can a kink be done on the tunnel wall at the west?
  - Sound Transit needs to look into this and determine if neighbors have built to their property line.
- Is there a reason why there is such a tight sidewalk along the extension of Nagle?
  - It could be a street with parking, a sidewalk at the same level with bollards; know that there will be retail service access at site.
  - Site is broken down in three pieces, which means that one or up to three different developers may work on those sites, in a phased approach.
- Is there a substantial pedestrian sidewalk at the southeast corner station entry at Nagle and Denny?
  - The sidewalk is 20 feet wide in front of the entrance on Denny.
- Given the character of Capitol Hill and the TOD development, it would be a great opportunity for arts organizations to be housed.
- Within the art program, are artists not on the design team for the station?
  - There will likely be one artist chosen for the entire station and they will work closely with the team.
- Describe the box system and finishes.
  - Station has certain givens, but the design team will develop all surfaces. The architectural finishes in the public areas will conceal the pipes, conduits, ducts, waterproofing, etc. from the public view. Finishes need to be durable and easily cleaned. The tile surface will be in a rectilinear pattern.
- What does it mean for artists who might concentrate on view from the train?
  - The art will create an underground experience for riders and pedestrians.
- Is there any automobile-pedestrians interaction? Drop offs?
  - Nagle Place extension could provide space for that, but first paratransit service will need to be identified in the near future. Generally, there will be less need for drop off at this station.

- Is there a possibility for natural lighting into the mezzanine?
  - Cost and maintenance would be significant.
- What are green strategies? Recommend that the team brings drama higher into the rest of station because it seems small.
  - Potential green wall or green screen on Nagle. Will think about the drama aspect.
- Because the north, south and west entrances are offset from the sidewalks, the team can perhaps be sensitive to circulation, security and the vitality of the spaces as they relate to the sidewalks and streets.
- Is the south entrance quieter and neighborhood oriented?
  - There is a difference between qualities of light. The station box as a glowing facility at night has potential color from within. There is an obligation to make it visible and feel safe.
- Clean, glowing glass and light is encouraged and should be kept in the budget.
- What type of markers will be used?
  - Entry signs and jazzier pylons (three-sided sign elements), a cantilevered overhang will add identity at the entrance. There are system-wide signage and way finding criteria, and station entrances will be clearly identified.
- The “glowing box” at the east entrance should be more subtle to relate better to the park.
  - There will be a green wall on that side.
- The vent shaft on the south entrance is not a good location. It is opaque and blocks light from entering the stairwell.
- The longitudinal section along Nagle could have skylights that point down the shaft. Leave opportunity for someone to do it in the future.
- Opportunity to work with models between now and 60%.
  - Want to make something strong and powerful.
- Seattle Central Community College entrance is an exciting place; is college participating in creation of plaza?
  - Sound Transit has a continuing dialogue on the west entrance with SCCC.
- Planning Commission has pushed for TOD in urban areas such as this; more height should be the goal up to 300 feet.
- Present 3D models next time.
- Team has given us a great presentation today, but very difficult to see it without reviewing documents beforehand, need 8x11” handouts.