



APPROVED MEETING MINUTES

January 7, 2016

Judkins Park Station

Edward B. Murray
Mayor

Diane Sugimura
Interim Director, OPCD

Shannon Loew
Design Commission, Chair

Ellen Sollod
Design Commission, Vice Chair

Brodie Bain
Design Commission

Lee Copeland
Design Commission

Thaddeus Egging
Design Commission

Jerry Garcia
Arts Commission

Rachel Gleeson
Design Commission

Theo Lim
Design Commission

Jake McKinstry
Planning Commission

Marj Press
Planning Commission

Martin Regge
Design Commission

John Savo
Design Commission

Ross Tilghman
Design Commission

Spencer Williams
Planning Commission

Michael Jenkins
Director

Valerie Kinast
Coordinator

Aaron Hursey
Planner

Joan Nieman
Administrative Staff

Panel Members Present

Shannon Loew, Chair
Ellen Sollod, Vice Chair
Brodie Bain
Lee Copeland
Thaddeus Egging
Theo Lim
Jake McKinstry
Marj Press
John Savo
Ross Tilghman
Spencer Williams

Panel Members Excused

Jerry Garcia
Rachel Gleeson
Martin Regge

Project Description

Sound Transit (ST) is proposing to build the Judkins Park Light Rail Station, formally known Rainier Station, as part of the 14-mile East Link alignment. East Link will run from Downtown Seattle through Mercer Island and Bellevue to Redmond. The Seattle segment is located in the Interstate 90 right-of-way. The Judkins Park Station is located between Rainier Ave S and 23rd Ave S. The station consists of a long central platform, entry buildings at Rainier Ave S and 23rd Ave S, and ancillary buildings that support the station and the alignment.

Entry plazas at Rainier Ave S and 23rd Ave S lead passengers into the station. To reach the platform from Rainier Ave S, passengers will either use the stair and elevator west of Rainier Avenue leading to the modified pedestrian bridge, or they will use a stair, escalator, or elevator east of Rainier Avenue to reach the west entry building and then cross the tracks at the platform level. From 23rd Ave S, passengers will move through the east entry building and down a stair or elevator to the central platform. Escalators are provided at both entries in the up direction only.

Meeting Summary

The purpose of this meeting was to review compliance with conditions adopted by the LRRP at its August 7, 2014 review of the schematic design of the Judkins Park station. This interim review was needed to determine that the conditions of the August 7 review had been met so that the project could proceed to the LRRP's review of the Design Development phase of the project. The LRRP also reviewed the proposed artwork program for the station. At this meeting, the LRRP voted that the project had complied with the conditions related to the August 7 2014 review. Finally, the Panel adopted a requirement that the art come to staff for an additional administrative review prior to the Design Development meeting.

Recusals and Disclosures

There were no recusals or disclosures

January 7, 2016

2:30 -4:30 pm

Phase

Schematic Design -
Condition Compliance

Previous Reviews

[9/4/14](#), [8/7/14](#), [12/5/13](#)

Project Team Present

David Hewitt

HEWITT

Cynthia Padilla

Sound Transit

Paula Gilmore

Nakano Associates

Kurt Kiefer

Sound Transit

Attendees

Debora Ashland

Sound Transit

Lyle Bicknell

OPCD

Leah Ephrem

HEWITT

Ayelet Erzan

SDOT

Brian Holloway

Sound Transit

Nora Liu

OPCD

Barbara Luecke

Sound Transit

Tia Raamot

Sound Transit

Barbara Earl Thomas

Artist

Chris Ward

Sound Transit

Ruri Yampolsky

Office of Arts and Culture

Summary of Presentation

The focus of the presentation was to review conditions given by the SDC at the August 7, 2014 meeting. Cynthia Padilla of ST, David Hewitt of HEWITT, and Paula Gilmore of Nakano Associates, provided an update on the project and reviewed conditions concerning the west entry along Rainier Ave. S as well as the 23rd Ave Multiuse pathway and light pole placement. Barbara Earl Thomas, one of two artists working with ST, and Kurt Kiefer of Sound Transit, presented the art program for Judkins Park Station.

Ms. Padilla provided a brief overview of the East Link transit line (see figure 1), timeline for project completion, and update on the station name as well as an overview of the conditions provided by the LRRP during previous review. Mr. Hewitt introduced the updated station design (see figure 1). Mr. Hewitt's presentation began by showing previous designs for the 23rd Ave. entrance, west entrance along Rainier Ave S, and station platform.

In order to meet the conditions set by LRRP for the station's east entry, the design team expanded the width of the multi-use pathway, which runs parallel to 23rd Ave., from 12 to 24 feet. The team also relocated the traffic and pedestrian signal pole to the south of the pedestrian crosswalk. See figure 2 for more detail.

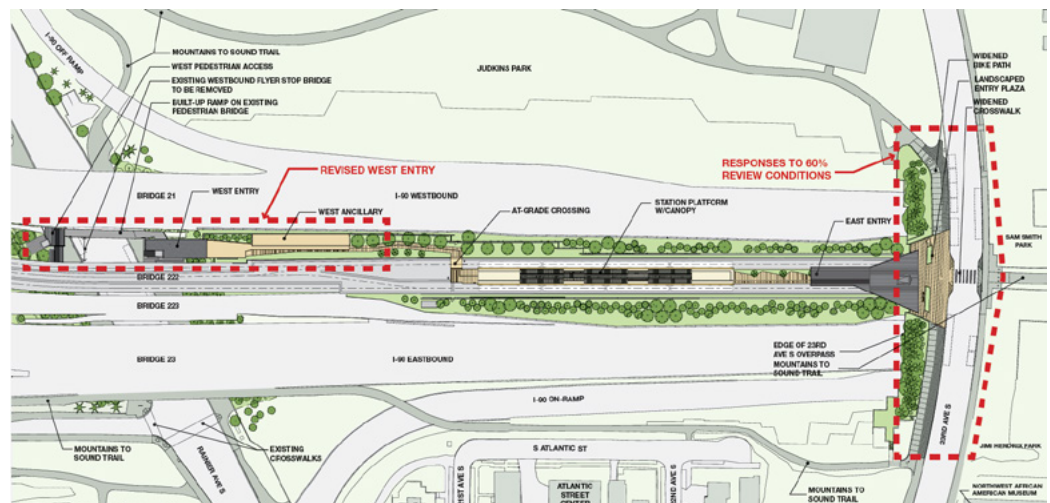


Figure 1: East Link light rail line (above), updated site plan (below)

Mr. Hewitt then described the changes made to the west entry along Rainier Ave S. The previous design included ancillary rooms, two elevators, escalator, and stairway at the station entrance east of Rainier Ave S. The previous design also included a stair and ramp west of Rainier Ave S leading to the existing overhead flyer stop pedestrian bridge, connecting pedestrians to the station entrance.

To improve access to the station, and to eliminate potential auto and pedestrian conflicts crossing Rainier from the west, a new design was developed. The updated design relocates one of the two elevators, located at the station entrance east of Rainier Ave S, to the west of Rainier Ave S. The updated design also includes modifying the existing pedestrian bridge spanning Rainier Ave S to accommodate ADA access from the west side or Rainier Avenue to the station, addition of a vendor cart, and removal of the proposed concrete median. The landscaping under the I-90 overpass would be updated to include repurposed concrete rubble, gabion walls for erosion control, and deciduous and evergreen trees and shrubs. The walkway leading pedestrians from the entrance on the east side of Rainier to the station platform is 10 feet in width and includes a series of deciduous trees and shrubs as well as a concrete sound wall with a gabion wall veneer to mitigate vehicular noise from I-90. see figure 3 for more detail.

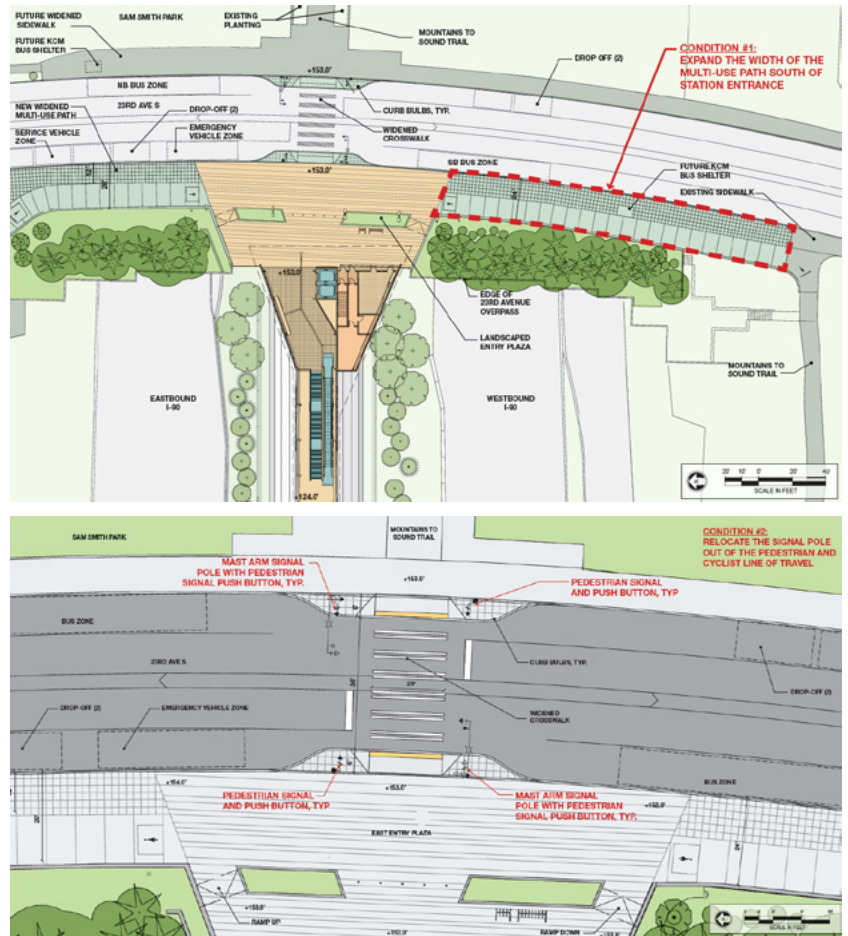


Figure 2: updated design to meet condition 1 (above) and condition 2 (below) given by the LRRP during a previous meeting



Figure 3: Updated design to the Judkins Park Station west entry

Kurt Kiefer provided an update on the ST art program for the light rail station. ST has commissioned two artists, Barbara Earl Thomas and Hank Willis Thomas, for the station's artwork program. Ms. Thomas will provide artwork along the station platform (see *figure 4*), while Mr. Thomas' work will be concentrated around the east and west entry facades as well as the façade along the west ancillary building. Although both artists will work in different areas along the station, their art pieces will include stories that intertwine with one another. Ms. Thomas will provide artwork that visually represents passing one's presence onto future generations. Her artwork will be incorporated into the windscreens located on the station platform. The art will be constructed out of metal cutouts and placed within three sheets of glass, one side of which will be sandblasted. Ms. Thomas will also include artistic elements located outside of the glass encasement in order to create a layering effect (see *figure 4*). Although examples of Mr. Thomas' work were shown, he has yet to propose a specific art program for the station.

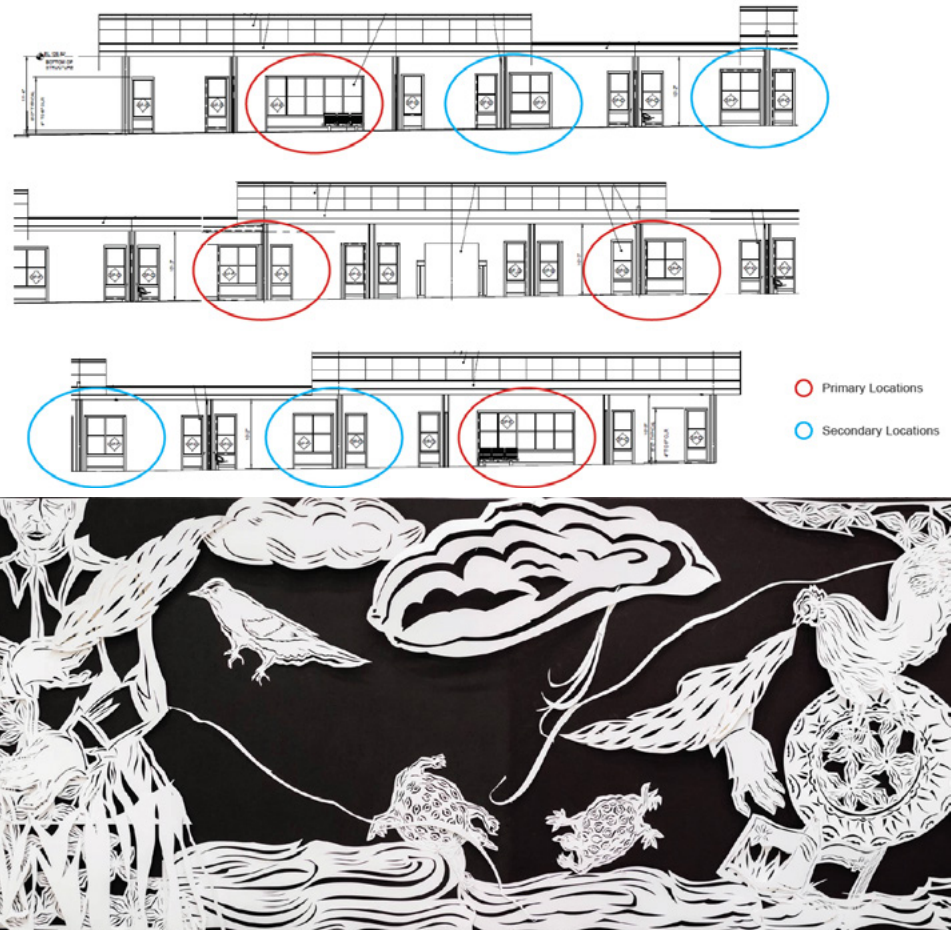


Figure 4: Proposed location for (above) and examples of (below) artwork by Barbara Earl Thomas

Agency Comments

None

Public Comments

None

Summary of Discussion

The panel focused their discussion around the four conditions given at the previous meeting held on August 7, 2014:

- 23rd Ave S plaza multipurpose pathway
- 23rd Ave S signal pole
- East-west connectivity along Rainier Ave S
- ST art program

23rd Ave S Multipurpose pathway

Although the condition to expand the multipurpose pathway was met, the LRRP highly recommended the design team resolve the location of a bus shelter along 23rd Ave S so it does not impede vehicular and pedestrian circulation.

23rd Ave S Signal Pole

The LRRP has no issue with the updated location of the signal pole.

East-west connectivity along Rainier Ave S

The LRRP appreciates how the west entry design has evolved to include a head house on the west side of Rainier Ave S. The panel encouraged the design team to reconsider the height of the pedestrian bridge, which is currently lower than the adjacent vehicular bridge, so that it is better integrated with the structure and design of the overall I-90 overpass.

The Panel also encouraged the design team to integrate the stairway west of Rainier Ave S into the surrounding bridge in a way that eliminates the need for a structural column, which is currently supporting the stairway design.

The panel is concerned with the absence of a pedestrian drop off area near the west entry along Rainier Ave S. The LRRP highly recommended ST work with SDOT in designing a safe drop off area near the west entry.

ST art program

The Panel appreciates the work presented by Barbara Earl Thomas, acknowledging the appropriateness of her artwork within the context of the surrounding neighborhood community. The LRRP agrees Ms. Thomas' work is heading in the right direction and encouraged the use of elements that will further integrate her artwork into the surrounding structure.

Although the LRRP agreed with the location of Hank Willis Thomas' artwork, they are concerned because he has yet to provide a specific and detailed proposal. The Panel would like to conduct an administrative review of Mr. Thomas' artwork before the project returns to the full panel for design development review.

Action

The LRRP thanked ST and the design team for presenting changes made to the Judkins Park Light Rail Station design in order to meet conditions for schematic design approval. The LRRP appreciates the team's successful resolution of the conditions, in particular the west entry to the station.

With a vote of 11 to 0, the LRRP approved that the updated designs addressed the conditions adopted at its August 7, 2014 schematic design approval. In addition, the LRRP adopted the following conditions:

1. Coordinate with Seattle Department of Transportation (SDOT) and King County Metro to plan a resolution for meeting transit, bicycle, and pedestrian circulation needs on Rainier Ave. S near the I-90 overpass. Provide a passenger drop-off area near the Judkins Park Station West Entry along Rainier Ave S
2. Coordinate with LRRP for an administrative review of Hank Willis Thomas' comprehensive art proposal prior to LRRP review of the Design Development phase of the project

The LRRP also made the following recommendations:

1. Better integrate the pedestrian bridge with the new west head house on Rainier Ave S . Strategies to consider include eliminating the support pole underneath the west head house stairs and providing lighting along the pedestrian bridge crossing Rainier Ave S
2. Create a stronger balance between materials used on the sound walls lining the station by:
 - extending the use of a gabion veneer along the entire height of the sound barrier wall
 - Identify strategic points along the sound wall where pedestrians can view the underlying concrete material
3. Extend the feeling of respite created by landscaping around the west entry ticketing area to the station platform, where possible
4. Explore ways to integrate artwork located on the station platform with the surrounding structure