

APPROVED MEETING MINUTES

September 1, 2016

Judkins Park Station

Edward B. Murray
Mayor

Sam Assefa
Director, OPCD

Shannon Loew
Design Commission, Chair

Ross Tilghman
Design Commission, Vice Chair

Juan Alonso
Arts Commission

Brodie Bain
Design Commission

Lee Copeland
Design Commission

Ben de Rubertis
Design Commission

Thaddeus Egging
Design Commission

Laura Haddad
Design Commission

Rachel Gleeson
Design Commission

Jescelle Major
Design Commission

Jake McKinstry
Planning Commission

Marj Press
Planning Commission

John Savo
Design Commission

Michael Jenkins
Director

Patrick Donohue
Interim Coordinator

Aaron Hursey
Planner

Juliet Acevedo
Administrative Staff

Panel Members Present

Shannon Loew, Chair
Ross Tilghman, Vice Chair
Juan Alonso
Brodie Bain
Lee Copeland
Laura Haddad
Marj Press
John Savo

Non-voting Panel Members Present

Jescelle Major

Panel Members Excused

Ben de Rubertis
Thaddeus Egging
Rachel Gleeson
Jake McKinstry

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. 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. There are two access points at Rainier Avenue S. One access point is on the west side of Rainier, near the current bus stop. Access to the station at this location will be provided from both stairs and an elevator. An elevated walkway from a landing above the bus stop will allow people to cross over Rainier to the station and platform. The primary access will be on the east side of Rainier. This access includes stairs, an escalator and an elevator. 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 the design development proposal for the Judkins Park Light Rail Station. After the presentation and discussion, the Light Rail Review Panel (LRRP) voted 7 to 1 to approve the design development for Judkins Park Light Rail Station with several conditions and recommendations. This is the last time the LRRP will review the project.

Recusals and Disclosures

Thaddeus Egging recused himself because his employer, KPFF, is working on the project

September 1, 2016**9:00 - 1:00 am****Phase**

Design Development

Previous Reviews[01/07/16](#), [9/4/14](#), [8/7/14](#), ..[12/5/13](#)**Project Team Present****Leah Ephram**

HEWITT

Kurt Kiefer

Sound Transit

Cynthia Padilla

Sound Transit

Tanja Wilcox

J.A. Brennan Associates

Attendees**Ayelet Erzan**

SDOT

Tammy Frederick

SDOT

Julie Montgomery

Sound Transit

Tia Raamot

Sound Transit

Chris Ward

Sound Transit

Mary Wyllie

HEWITT

Summary of Presentation

Leah Ephrem, of HEWITT, Tanja Wilcox, of J.A. Brennan Associates, and Cynthia Padilla and Kurt Kiefer, of Sound Transit presented the design development phase of the Judkins Park Station. Cynthia Padilla provided an overview of the project. Sound Transit is coordinating with Seattle Department of Transportation (SDOT) on establishing potential transit stops as well as bicycle and pedestrian circulation along Rainier Ave S and 23rd Ave S.

Leah Ephrem presented the proposed station design. The station entrance along Rainier Ave S will include two access points on the west and east side of Rainier Ave S. Both entrances will be constructed using metal paneling and highly transparent glass panels. The ancillary building near the west entry will be constructed using glazed CMU blocks. The existing flyer stop pedestrian bridge that currently spans Rainier Ave S will be modified to connect the west entrance with station ticketing area and platform located east of the entrance. An entry canopy will be located in front of the east entrance along the Rainier Ave S ROW. The entrance canopy will include a drop down barrier to secure the station during non-operating hours, while allowing clearance for escalator maintenance. Landscaping elements include quarry rock along the sloped edges located beneath the I-90 overpass with pockets of landscaped areas. A linear pathway connecting the Rainier Ave S entrance with the station platform will include ticketing vending machines, sound barrier, ancillary building, and landscaping. See *figure 1 for more detail*.

The station entrance along 23rd Ave S will be constructed out of the same materials used at the Rainier Ave S entrance. The entrance will include a covered escalator, stairwell, elevator, and secured area for bicycle storage. The Station platform will include a seating area covered by a partially transparent glass canopy. Sound walls, located on the north and south edges of the station will be constructed out of concrete and covered with a gabion wall veneer. See *figure 1 for more detail*.

Both artists continue to refine their proposed artwork programs. Hank Willis Thomas will commission two murals, one mural at each station entrance. The proposed artwork on the east entrance façade along Rainier Ave S will include a pixelated image of Jimi Hendrix constructed out of porcelain enamel tiles. Artwork proposed on the street facing façade along 23rd Ave S will also include an image of Jimi Hendrix that will be constructed out of either ceramic or glass tile. See *figures 2 & 3 for more detail*.

Barbara Earl Thomas will provide artwork along four windscreens on the station platform (see *figure 4*). Her proposed program has not changed since the previous meeting.

Agency Comments**None****Public Comments****None****Summary of Discussion**

The LRRP organized its discussion around the following issues:

- Rainier Ave S entrance
- 23rd Ave S entrance
- Platform
- Art
- Materials (landscape and architecture)

Rainier Ave S entrance

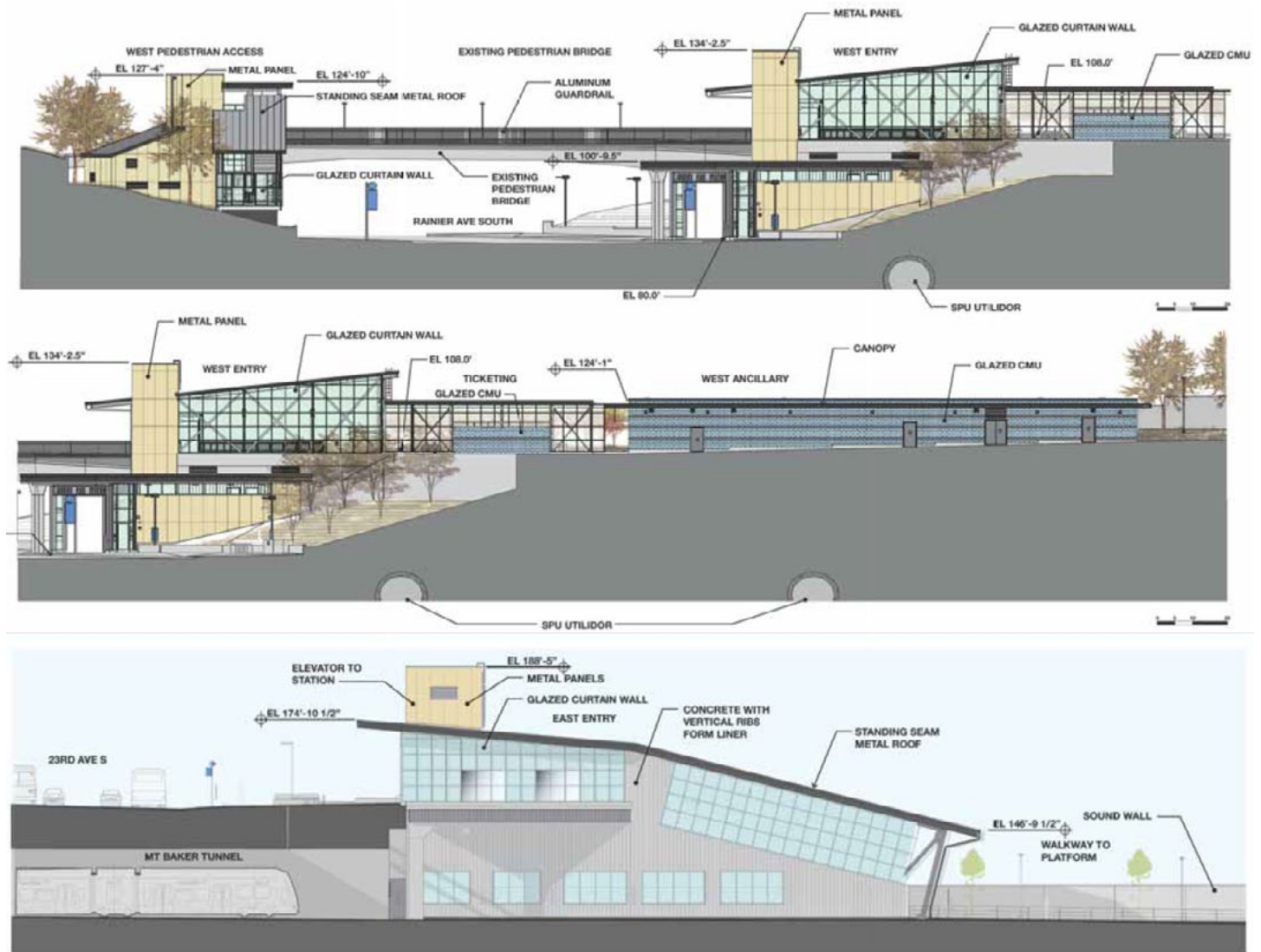


Figure 1: Proposed west entry (top & middle) and east entry (bottom)

The LRRP is concerned with the design of the east entrance along Rainier Ave S. Specifically, the LRRP is concerned with the bulkiness of the new proposed entry canopy, which appears more dominant than the surrounding facilities including the proposed artwork located on the entrance façade behind the gateway entrance. The LRRP recommended the project team refine the entry canopy design to reduce its dominance in relation to the surrounding station facilities. The LRRP also recommended the entry canopy be located as close to the station entrance as possible in order to reduce its presence within the ROW along Rainier Ave S.

23rd Ave S entrance

The LRRP appreciated the proposed design of the station entrance along 23rd Ave S. Panel members encouraged the project team to highlight the proposed artwork on the street facing façade as much as possible.



Figure 2: Proposed artwork program along west entry

Platform

The LRRP is concerned with the diversity of elements used on the station platform, west ancillary facility, and west entrance – for example the varying guardrail designs. Rather than using a variety of different elements, the LRRP encouraged the project team to use a limited palette throughout the station to create a sense of continuity throughout the station design.

Art

The LRRP appreciated the integration of artwork within the station design. Panel members encouraged the design team to expand the scope of artwork on the station platform to include smaller, perpendicular panels on either side of each windscreen. To the extent possible, the LRRP recommended the design team enhance the visual prominence of proposed artwork at both station entrances by minimizing design elements that will obstruct views of the artwork.

Materials (landscape and architecture)

The LRRP provided positive feedback regarding station materials and landscaping. Specifically, the Panel appreciated the screening material for bicycle storage along 23rd Ave S as well as the color palette used throughout the station design. The LRRP also appreciated the proposed landscape palette and detailed design.

Action

The LRRP thanked ST and the design team for presenting the design development for the Judkins Park Light Rail Station. The LRRP appreciated the continued refinement of the overall design, art concepts, and evolution of the planting plan.



Figure 3: Proposed artwork program along east entry



Figure 4: Proposed artwork program on station platform

With a vote of 7 to 1, the LRRP approved with the following condition:

1. Continue the refinement of the west entry canopy design on the east side of the Rainier entrance as it relates to:
 - Minimizing the protrusion of the entry canopy within the sidewalk area along Rainier Ave
 - Enhancing the visual prominence of the artwork proposed on the elevator façade
 - Minimizing the heaviness of the entry canopy structure to allow for more light; emphasizing the verticality found throughout the project design

The LRRP also provided the following recommendations:

1. Review proposed material for the sloped landscape underneath the I-90 overpass along Rainier Ave
2. Consider minimizing the variety of materials used in order to create a continuous design throughout the station
3. Review the safety measures concerning the ADA accessible route from the elevator along 23rd Ave to the station platform below.

4. Consider how the proposed canopy will affect the visibility and lighting of the proposed artwork along the 23rd Ave station entrance.

The following are comments from commissioners who voted against the project:

Ross Tilghman - I agree with the direction LRRP is going, but my objection is procedural in regarding how an applicant comes to the LRRP, especially at 90 percent completion. The project team is lacking important perspectives of elements that the LRRP has asked for repeatedly. The project team also lacks important details regarding a new design element. I find the team could be better prepared to respond to items and concerns that The LRRP has consistently raised. I know the panel has asked for many detailed renderings, perspectives, and plan views that we have yet to see. I expected the project team to be better prepared at this stage.