



# Seattle Light Rail Review Panel

## APPROVED MEETING MINUTES

February 19, 2015

# Roosevelt Station

**David Cutler**  
Planning Commission, Co-Chair

**Osama Quotah**  
Design Commission, Chair

**Bernie Alonzo**  
Design Commission

**Brodie Bain**  
Design Commission

**Lee Copeland**  
Design Commission

**Jay Deguchi**  
Public Art Advisory Committee

**Thaddeus Egging**  
Design Commission

**Jerry Garcia**  
Arts Commission

**Grant Hromas**  
Design Commission

**Brad Khouri**  
Planning Commission

**Shannon Loew**  
Design Commission

**Marj Press**  
Planning Commission

**Martin Regge**  
Design Commission

**Ellen Sollod**  
Design Commission

**Ross Tilghman**  
Design Commission

**Michael Jenkins**  
Design Commission Director

**Valerie Kinast**  
Coordinator

**Nicolas Welch**  
Planner

**Joan Nieman**  
Administrative Staff

### Panel Members Present

Bernie Alonzo  
Brodie Bain  
Lee Copeland  
Jerry Garcia  
Shannon Loew  
Marj Press  
Ellen Sollod  
Ross Tilghman

### Panel Members Excused

David Cutler, Chair  
Jay Deguchi  
Thaddeus Egging  
Grant Hromas  
Brad Khouri  
Osama Quotah  
Martin Regge

### Non-Voting Incoming Panel Members

John Savo

### Project Description

As part of the Northgate Link Extension, Sound Transit is constructing a below-grade light rail station in the Roosevelt Urban Village along the west side of 12th Ave NE with two entrances at NE 65th St and NE 67th St. The station will include plazas, seating, bicycle parking, and public art.

The station design also includes improvements and a vehicle drop-off zone along NE 66th St, a designated Green Street included in the [Roosevelt Neighborhood Streetscape Concept Plan](#) approved through [Joint Director's Rule DPD8-2013 and SDOT03-2013](#).

The proposed public art at the station includes interior and exterior pieces by Luca Buvoli and R & R Studios, respectively.

The LRRP has reviewed this station several times in the past. Most recently, the LRRP reviewed only the station artwork in November 2014.

### Meeting Summary

The LRRP unanimously approved the design development of Roosevelt Station with several conditions.

The LRRP members requested additional information about the space between the stair landing at platform edge; further pursuit of a marked pedestrian crossing of 12th Ave NE at NE 66th St; and more detail about the design of the plaza at NE 66th St.

Apart from an administrative review of the aforementioned conditions, this is the final time the LRRP expects to review Roosevelt Station.

### Recusals and Disclosures

Osama Quotah was recused.

**November 20, 2014**

**9:30 am – 12:30 pm**

### Phase

Design Development

### Previous Reviews

[November 20, 2014](#)

[May 19, 2011](#)

[April 5, 2012](#)

### Project Team Present

**Debora Ashland** Sound Transit

**Ryan Bianchi** Sound Transit

**Jan Eklund** HEWITT

**Ron Endlich** Sound Transit

**David Hewitt** HEWITT

**Kristin Hoffman** Sound Transit

**Gareth Loveridge** Swift Company

**Barbara Luecke** Sound Transit

**Christine Scharrer** Sound Transit

**Paul Shema** HEWITT

**Barbara Swift** Swift Company

### Attendees

**Lyle Bicknell**

DPD

**Zi Cai**

UW Department of Urban Design  
and Planning

**Ayelet Erzan**

SDOT

**Jialing Liu**

UW Department of Urban Design  
and Planning

**Jim O'Halloran**

Roosevelt Neighborhood  
Association

**Ellie Smith**

UW Department of Urban Design  
and Planning

**Ruri Yampolski**

Office of Arts & Culture

**Alex Tsimerman**

StandUP-America

### Summary of Presentation

Debora Ashland introduced the project and summarized the LRRP's previous reviews of Roosevelt Station. Kristin Hoffman provided background on the station and Northgate Link Extension. The presentation is available on the [Design Commission website](#).

David Hewitt presented the station design. A vicinity map showed the location of station entrances; Mr. Hewitt noted the location of Metro bus stops and identified NE 66th St as a designated Green Street. He described the intersection of 12th Ave NE and NE 66th St as an important public node.

From south to north, Mr. Hewitt and Barbara Swift together described the exterior architecture and landscape for the station. Ms. Swift stated that the proposed trees are relatively small due to overhead power lines and that, even when the trees mature, the artwork at NE 66th St will remain visible. A slide showed the proposed materials for the site, understory plantings, and tree species.

Mr. Hewitt identified station entrances and explained circulation through the station area. He noted two important architectural moves. First, rather than restrain the walls with horizontal beams, the team used vertical concrete pilasters. Second, escalator and stair are separated so that they land in different locations at the platform.

Ms. Swift described how pushing the 12th Ave NE sidewalk to the west allowed the grade to be less than 5%. She said SDOT has been supportive of this approach. The team has sought to use stairs to create gathering spaces and define the edges.

A series of elevations showed the station's vent shafts. Mr. Hewitt identified areas with an orange glazed masonry unit, a new material in the design. A series of renderings showed the interior of the station and the interior artwork by Luca Buvoli.

The design team then presented two narrated videos from the artists, R & R Studios and Luca Buvoli, who were unable to come to the review. Rosario Marquardt of R & R Studios identified a few small changes in the plaza design since the LRRP's last review of the artwork. Similarly, Luca Buvoli described how his artworks at the platform level have evolved from long bands running the length of the platform to something that more closely reflects and follows the path of people descending the staircase.

### Agency Comments

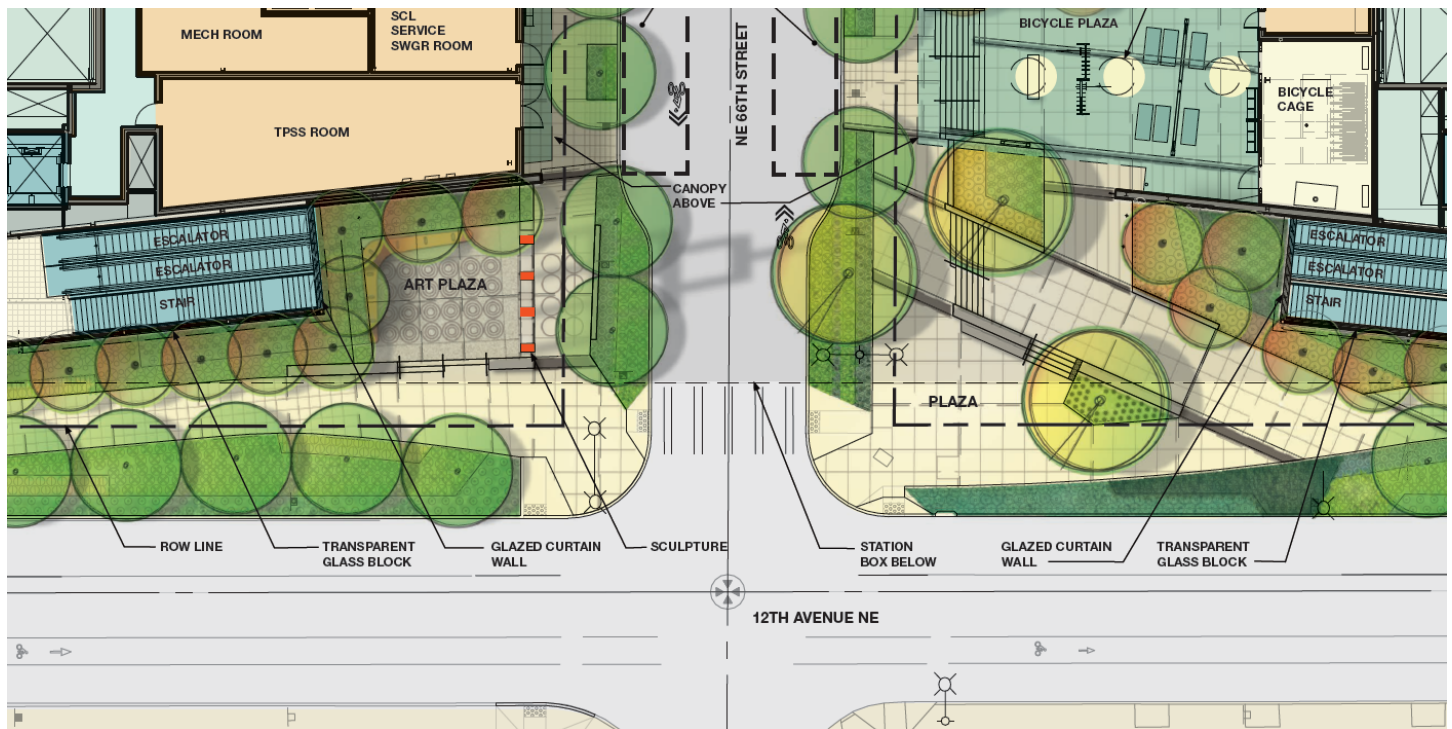
**none**

### Public Comments

**Alex Tsimerman** spoke about a proposal to change the city. He said the City is in a suicide mission. He stated that he has commented at Bellevue City Council and was formerly a Bellevue resident. He said idiots are allowing building in Seattle for corporate profit.

### Summary of Discussion

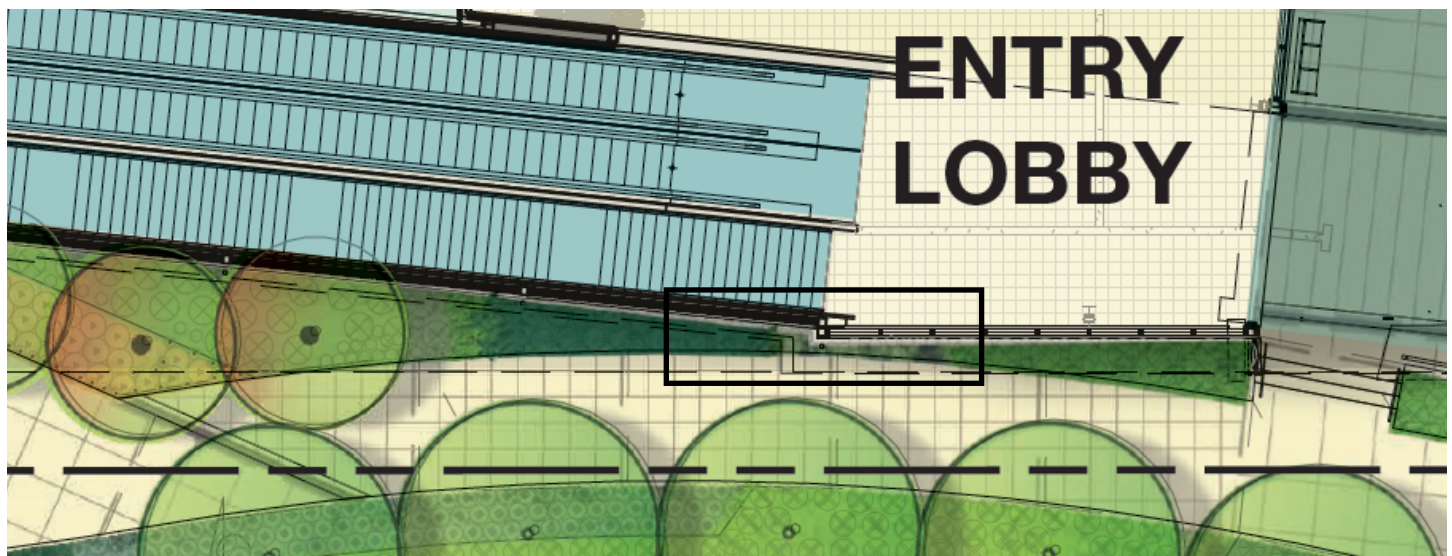
The LRRP members discussed several topics that have long been the focus on their review of Roosevelt Station. First, they continued to recommend that Sound Transit and SDOT collaborate to make the intersection of NE 66th St successful. The LRRP was concerned that, at the design development phase, there was still uncertainty about the design of NE 66th St. The LRRP members expressed strong support for finding the best possible pedestrian condition for NE 66th St. They advocated a marked pedestrian crosswalk across 12th Ave NE at NE 66th St and encouraged the team to make NE 66th St as narrow as practicable.



**Figure 1.** The LRRP has long recommended that NE 66th St be a narrow, pedestrian-friendly street. They recommended a marked crossing of 12th Ave NE and supported a table-top intersection at 12th Ave NE and NE 66th St.

The LRRP also provided feedback on the architecture and landscape design. One area of focus was the geometry of the structural columns and beams in the station box, which the LRRP members encouraged the team to emphasize and express with lighting. They found the geometry of the mezzanine distracts from the expression of the columns.

The LRRP members cautioned the team about narrow sections of landscaping where maintenance will be difficult, as shown in Figure 2 below. They noted that the kink in the building just south of the north entry lobby will draw particular attention to the ground plane and landscape in that area. The LRRP also commended the team on creating such a generous landscaped area with street trees along 12th Ave NE but was disappointed that power lines would not be undergrounded in the station area since it would create opportunity for trees.



**Figure 2.** The LRRP members identified these narrow and difficult to maintain sections of landscaping as an area for refinement as the team moves towards the final design.

Finally, the LRRP discussed updates to the station artwork. While they were very supportive of the direction of Luca Buvoli's artwork, particularly at the station level, the LRRP members were disappointed to see such little revision to



the design of the plaza at 12th Ave NE and NE 66th St given the recommendations and three dissenting votes at the LRRP's November 20, 2014, review of the station artwork.

### Action

The Light Rail Review Panel thanked the project team for the presentation of the design development for Roosevelt Station. The LRRP recognized the consistent progress in the design over the last several months. The LRRP appreciated the thoughtful approach to the generous landscape design given the circulation challenges that the grade presents and commended the team on finding room for street trees while creating an accessible route of travel.

The LRRP also saw evidence of close collaboration in the integration of Luca Buvoli's artwork into the station design. However, the LRRP was disappointed not to see more evolution in the design of the plaza at 12th Ave NE and NE 66th St following the several recommendations the LRRP made at its November 20, 2014, review of the station artwork.

With a **vote of 7 to 0**, the LRRP approved the design development of Roosevelt Station with the following conditions:

1. Demonstrate that the stair provides adequate space between its landing at the platform level and the platform edge for passenger waiting, queuing, and movement, as shown in Figure 3.
2. Continue to pursue the crosswalk across 12th Ave NE at NE 66th St with SDOT.
3. Return for an administrative review of the R & R Studios' sculpture and plaza. Provide more detailed information about design, paving, and materials for the entire plaza area, including seating and landscape. The team should consider not only the comments below but also the LRRP's recommendations from November 20, 2014.



**Figure 3.** This perspective highlights two LRRP comments. First, they saw a conflict between geometry of the mezzanine and the expression of the columns and beams that support the station box (A). Second, they asked that Sound Transit provide studies demonstrating the distance between the stair landing and platform edge was adequate (B).

The LRRP also made the following comments and recommendations to guide the final design of the station:

1. Ensure that the material palette and concept for the vent stacks continue to support each other as the design and functional requirements of the stacks have evolved. The LRRP recommends emphasizing their mass in a

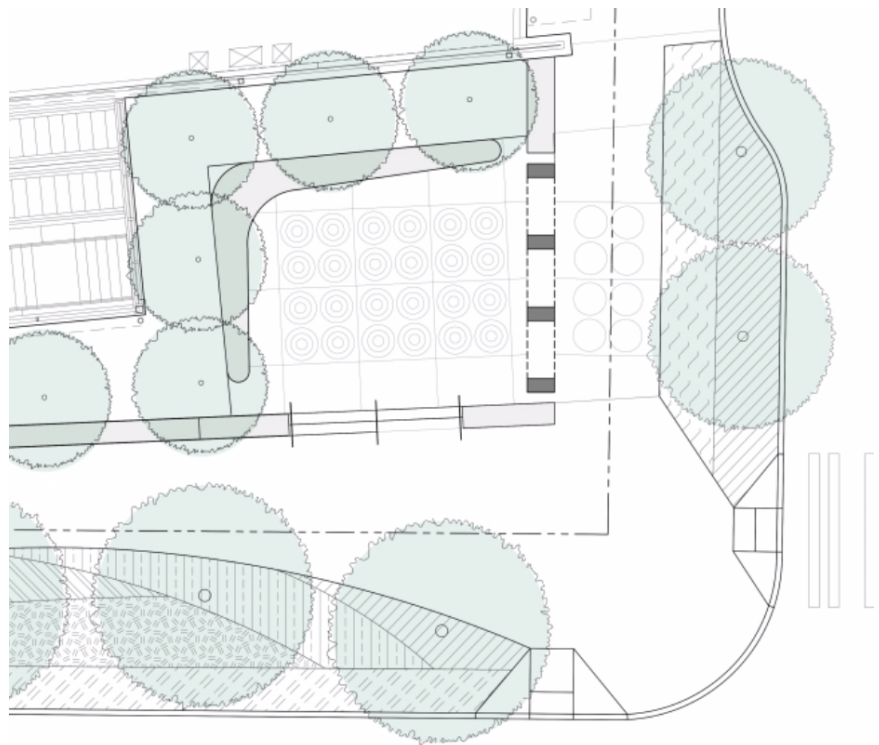
straightforward way that conveys the role as necessary infrastructure.

2. Continue to refine the execution of the plaza at the corner of 12th Ave NE and NE 66th St to be a successful and inviting place. Consider a more consistent approach to paving across the entire plaza area, and allow the "room" to extend out beyond the sculpture. Ensure the proposed integral color for the bench matches the metal of the sculpture.
3. The development of Luca Buvoli's artwork at the platform level is encouraging. Continue to study how the artwork can integrate effectively with the glass in the station entry.
4. In the station box, emphasize the big architectural moves of the columns and the beams that separate them, as shown in Figure 3. Use lighting intentionally to express and/or complement these architectural pieces. Avoid competition between the geometry of the columns and beams and the geometry of the mezzanine.

Apart from the administrative review of the three aforementioned conditions, design development is the final phase of the LRRP's review of Roosevelt Station.



**Figure 4.** The LRRP suggested the team verify that the design and materials of the vent stacks continue to support the concept and express their role as infrastructure.



**Figure 5.** The LRRP was disappointed not to see further updates to the plaza design since the November 20, 2014, review of the station artwork. Some LRRP members had reservations about whether integral color for the concrete bench would match the metal sculpture.