



## APPROVED MEETING MINUTES

February 3, 2022

# NE 130th Street Infill Light Rail Station

**Bruce A. Harrell**

Mayor

**Rico Quirindongo**

Interim Director, OPCD

**Justin Clark**, Chair

**Vinita Sidhu**, Vice Chair

**Adam Amrhein**

**Elizabeth Conner**

**Mark Johnson**

**Amalia Leighton-Cody**

**Elaine Wine**

**Michael Jenkins**

Executive Director

**Valerie Kinast**

Coordinator

**Juliet Acevedo**

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**Commissioners Present**

Justin Clark, Chair

Vinita Sidhu, Vice Chair

Elizabeth Conner

Mark Johnson

Amalia Leighton-Cody

Elaine Wine

**Commissioners Excused**

Adam Amrhein

**Staff Present**

Michael Jenkins

Valerie Kinast

Juliet Acevedo

**Recusals and Disclosures**

None

**Project Description**

In 2016, voters approved the addition of a light rail infill station to the Lynnwood Link Extension at NE 130th St. The Lynnwood Link Extension was approved in 2008 as part of the Sound Transit 2 (ST2) ballot measure to provide light rail service between Northgate and Lynnwood. With the Sound Transit 3 (ST3) ballot measure, funding for the NE 130th infill station was provided. The NE 130th St station will be located north of NE 130th St between 5th Ave and Interstate 5, and will serve a growing residential neighborhood between the Northgate and Shoreline South/148th Stations (*see Figure 1*).

**Meeting Summary**

This is the Seattle Design Commission's (SDC) third review of the NE 130th St Light Rail Station project. The purpose of this meeting was to review the schematic design phase (60% design) for the C3 package of the phased project. The C3 package consists of the plaza, vertical circulation, station finishes, and right-of-way improvements. The Commission previously received both the C1 package (guideway columns and superstructure), approved as part of Lynnwood Link (currently under construction), and the C2 package (the platform girders, slab, and canopy structure), that was approved by the SDC on May 20, 2021.

At this meeting the SDC voted, 7-0, to approve the schematic design for the NE 130th St Light Rail Station C3 package with two conditions and several recommendations. The project will be reviewed again in subcommittee and the full project will be reviewed at the design development (90% design) phase.

**Summary of Presentation**

The presentation included an overview of how the project designs have advanced since the previous C3 package review, including:

- Project background;
- Ongoing outreach and community engagement;
- Advancement of designs for station access;
- Proposed right of way improvements, including drop offs, transit stops, and sidewalk enhancements;

**February 3, 2022**

9:00 am - 12:25 pm

**Project Type**

light rail

**Phase**

schematic design

**Previous Reviews**

-

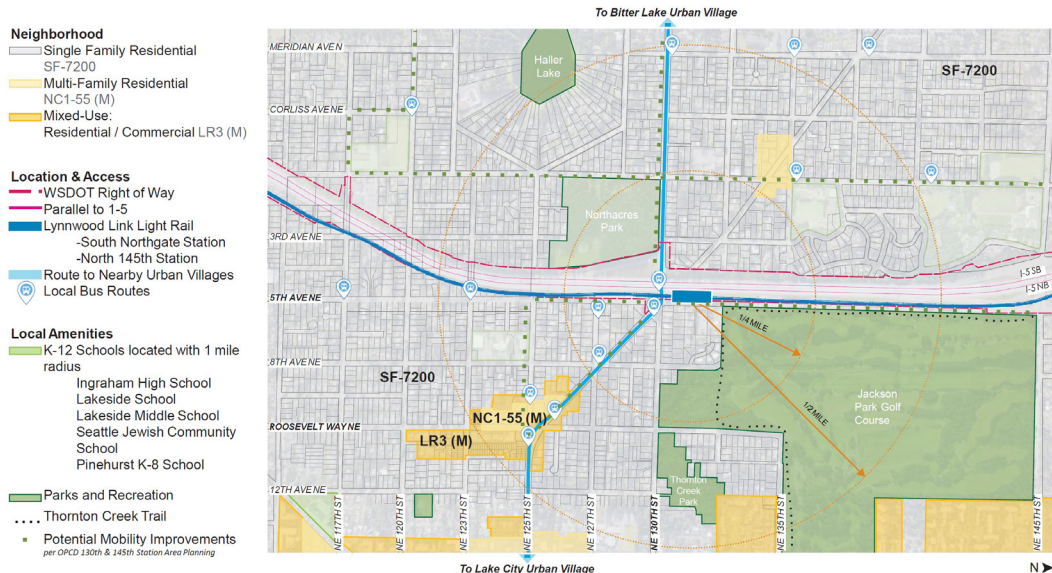
**Presenters****Taylor Carroll**  
Sound Transit**My Nguyen**  
Sound Transit**Alex Krieg**  
Sound Transit**Keith Ireland**  
KPF**Lyna Nget**  
HNTB**Lucile Chich**  
Sound Transit**Howard Fitzpatrick**  
LMN Architects**Allyson Jackovics**  
O'Brien 360**Attendees****JP Alvarez**  
LMN Architects**Christina Arthur**  
SDOT**Nir Barnea**  
Community Member**Val Batey**  
Sound Transit**Steve Beadle**  
WSDOT**Murphy Bush**  
Council Staff**Catherine Calvert**  
Sound Transit**Patrice Carroll**  
OPCD**Jonathan Childers**  
Sound Transit**Sean Conrad**  
SDCI**Tammy Frederick**  
SDOT

Figure 1: Project location

- Advancement of station design concepts affecting station platform, open spaces, landscape features, vertical circulation, and related improvements;
- Sound Transit's Public Art (STart) program affecting onsite art integration;
- Advancement of sustainability concepts and goals.

**Agency Comments**

Patrice Carroll of the Office of Planning and Community Development provided meeting attendees with background information on planning efforts in the neighborhoods including pending changes to zoning, land uses, and related environmental review. Patrice also provided information on legislative actions at the state level that would inform solutions.

Comments from Brian Macik, King County Metro, Steve Beadle, WSDOT, and Jonathan Layzer, SDOT, were provided. Their comments focused in their involvement in the design review process over the past several years and their availability to answer questions.

**Public Comments**

None

**Summary of Discussion**

The Commission focused their deliberations on the following categories:

**1. Right-of-Way and Integration**

- How cohesive is the station; how are the specific site and building elements coming together to support the overall concept?
- What refinements have been made to strengthen the integration of the station in the neighborhood?
- Communication. How has the community engagement process been reflected in the design of the station?

Commissioners appreciated how streetscape designs were progressed (see Figure 2). They recognized how coordination with City, Metro, and WSDOT have enhanced station access improvements. The Commissioners asked the team to consider forward compatibility for all ages and abilities (see Figure 3).

The SDC challenged WSDOT's perspective and Sound Transit's work to address





Figure 4: West facade



Figure 5: South entrance

**Action**

The SDC thanked the team for their presentation of the schematic design for the NE 130th Street Infill Light Rail Station.

The SDC expressed appreciation for not delaying the project. Commissioners applauded Sound Transit and partners for overcoming many of the challenges of the site. They appreciated the level of coordination on the right-of-way design and advances made for pedestrians and transit users. They also lauded the time spent on coordination among all the agencies. Commissioners commended Sound Transit on the community engagement but regretted not seeing its influence on the design.

Commissioners had strong concerns about the design expression of the new station and encouraged the team to consider how it could distinguish itself as an inspiring civic project.

The SDC voted, 7-0, to approve the schematic design phase of the N 130th Street Infill Light Rail Station with the following:

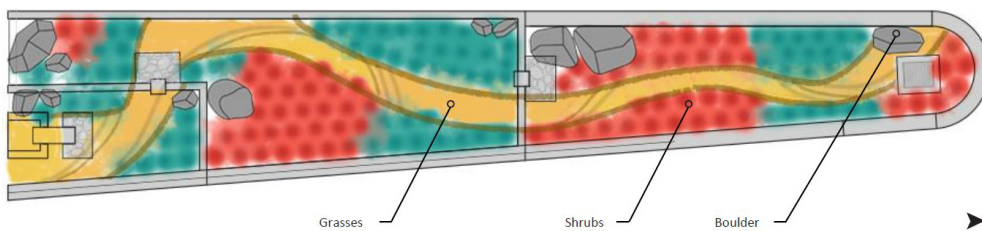
**Conditions**

1. As soon as possible, before 90%, contract with and integrate the art of an artist. Before returning for 90% SDC review of the entire station, present to a subcommittee of the SDC how the opportunities presented to the artist are being advanced and, if the artist has identified other opportunities, how those are incorporated.
2. Develop an architectural identity for the building. Customize the building, within Sound Transit standards and station design guidelines, to elevate it as a civic facility. Take guidance from the City of Seattle 130th/145th Station Area Planning draft document goal 4 strategy 4.1:

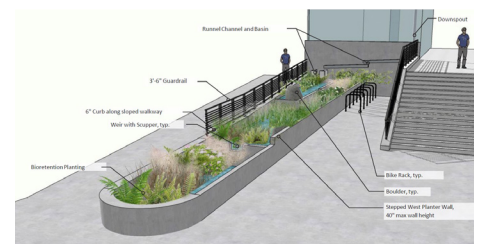
“Collaborate with Sound Transit on a station and station area that creates opportunities for community identity and ensures a sense of belonging that is welcoming, safe, and attractive public space at the 130th Street Station”

In the SDC subcommittee meeting prior to 90% review by the full SDC, please present a response to the following advice:

- a. Develop the south entrance as a portal, a three-dimensional architectural expression, that reaches out to welcome riders in a way that is clearly recognizable and has parity with the north entrance. Use the Paris Metro example that you presented as inspiration.
- b. Convey the horizontal expression of the structure in the landscape. Within Sound Transit standards, consider, for example, making the windscreen a single move, or design a horizontal place using a standard window system. Create a singular, elegant, unapologetic expression.
- c. Consider how the dynamism and movement that light rail brings to the city can enrich the design.



PLAN  
Figure 6: Bioretention in north plaza



- d. Develop the west facade to reduce attention to back-of-house of functional elements and elevate its stature as an overall contributing facade to the building.
- e. Demonstrate how the Sound Transit design standards, while providing elements of continuity, can be employed to create unique and character-rich stations that contribute to the City's goals of design excellence.

## Recommendations

1. Improve the secondary nature of the ramp at the north entrance, to make it clear, and welcoming.
2. Provide a broader design response to community inputs.
3. Confirm that the location of the new WSDOT I-5 off ramp allows space for the future bike facility (by others) is sized properly for safety and future capacity.
4. Welcome the artist to work directly and collaboratively with the community and architectural, engineering, and landscape architectural design teams to develop design solutions in a timely and integrated way.
5. Advance the design to address all ages and abilities and clearly communicate how the various modes interact. Prioritize bicycle and pedestrian access to the station. Design the sidewalks on both sides of 5th Ave north of 130th to discourage drivers from turning around at entrances to the station and the dead end.
6. More closely articulate the identity and character of the station and communities through bolder landscape architecture, Provide details of surfaces, joint patterns, plantings, artwork, and environmental graphics that will highlight the richness of the neighborhoods, and how the Thornton Creek narrative and trail system is the primary metaphor connecting them, the larger story of the facility design within the regional transit system.
7. Review the technical needs for the street trees in the narrow space.
8. Coordinate station area planning with land use planning.
9. Provide more thoughtful and transparent design on the I-5 side of the building, which will be viewed by pedestrians, drivers, transit riders, and cyclists, as well as drivers using the I-5.
10. Explore three-dimensional expressions of entrances, like the example shown (Paris Metro Station).
11. In future presentation provide clear descriptions/illustrations of how people will experience interior and exterior station spaces, up close and from a variety of directions and distances. Include descriptions of how important connections to the neighborhood will function.

## System-Wide and Other Station Recommendations

12. In the interest of equity, Sound Transit and the City should aim to invest in, prioritize and accelerate the delivery of Graham Street Station as was done with this station. Partner with the on-going community planning effort.

## To the City Planners

1. Leverage the light rail investments with City investments in a timely manner to reduce impacts yo riders and communities near the station.
2. Leverage light rail investments by planning for more density and to create a livable, walkable, vibrant, transit-oriented community. Expedite station area planning and land use decisions and optimize them to take advantage if this new transit infrastructure. Study how the gold course, specially the edges near both 140th and 148th stations, might be used differently to optimize the location near light rail.



Figure 6: Potential locations of public art