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**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Julie Bassuk**  
Chair

**Malika Kirkling**

**Laurel Kunkler**

**Tom Nelson**

**Osama Quotah**

**Julie Parrett**

**Norie Sato**

**Donald Vehige**

**Debbie Wick-Harris**

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## **APPROVED MINUTES OF THE MEETING**

**July 21, 2011**

Convened 8:30am  
Adjourned 3:00pm

### **Projects Reviewed**

First Hill Streetcar  
Alaskan Way Viaduct – South End and Portals

### **Commissioners Present**

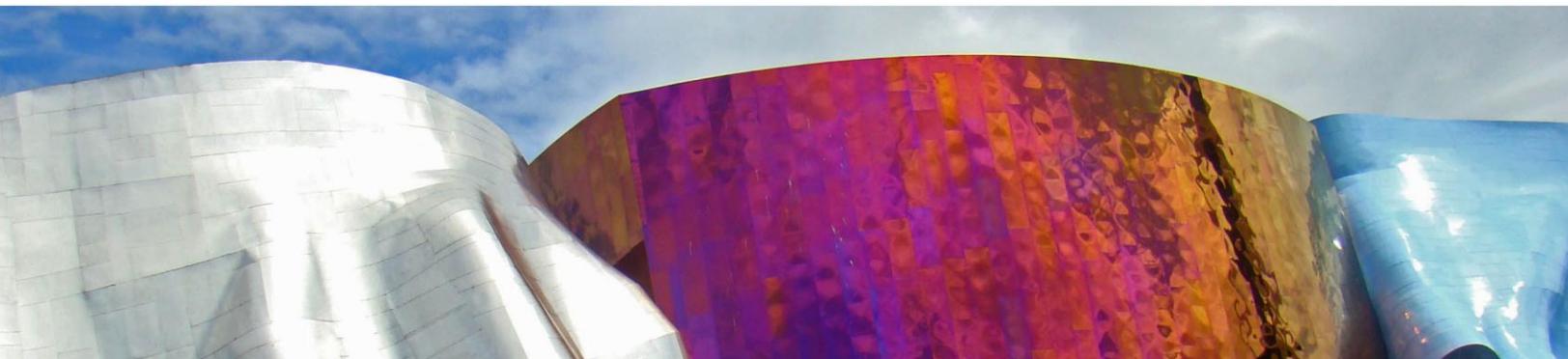
Julie Parrett, Chair  
Malika Kirkling  
Tom Nelson  
Osama Quotah  
Norie Sato (excused from 8:30-1:00pm)  
Donald Vehige  
Debbie Wick-Harris

### **Excused Commissioners**

Julie Bassuk  
Laurel Kunkler  
Norie Sato

### **Staff Present**

Valerie Kinast  
Tom Iurino



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<b>July 21, 2011</b>	<b>Project:</b>	<b>First Hill Streetcar</b>
	<b>Phase:</b>	Concept Design
	<b>Last Reviewed:</b>	Apr 7, 2011; Mar 18, 2010; Jun 1, 2006
	<b>Presenters:</b>	Ethan Melone, SDOT Debra Guenther, Mithun Jeff Bensi, Mithun Dottie Faris, Mithun
	<b>Attendees:</b>	Jayson Antonoff, DPD Claudia Fitch, Artist Cynthia Padilla, Sound Transit Darby Watson, SDOT Jonathon Bregman, Seattle University Julie Blakeslee, URS Corporation Katharine Brendle, URS Corporation Ruri Yampolsky, Arts and Cultural Affairs Brodie Bain, Mithun

**Time:** 9:00am-12:00pm

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## Disclosures and Recusals

Commissioner Nelson disclosed his firm is working on the project.

Commissioner Vehige disclosed that his firm is working on Yesler Terrace and will not comment on anything related to the Yesler Terrace station and station area.

## Presentation

SDOT and Mithun presented its schematic plans for the First Hill Streetcar, a line with 10 stations that connects Pioneer Sq. to Capitol Hill. It is Seattle's second streetcar line, after the SLU line. The stations will be either in the center median or along the sidewalk edge. The shelter design will be similar in design and in their features to that of the SLU streetcar shelters; the shelters will appear subtle and neutral, allowing the surrounding neighborhoods to stand out. The team presented concepts for different pavement treatments for the platforms and the crosswalks leading to the platforms. The team also proposed vegetation at each station, a tapestry of small plantings with vertical elements that repeat from station to station.

The team also presented its designs for the Marion Plaza and the Terrace Plaza, both along Broadway at consecutive station stops forming a district that connects Swedish Hospital and Seattle University across Broadway. The team designed Marion Plaza to be a place to sit and Terrace Plaza to be a through-place with views. The team presented three concepts for each: thresholds; pixels and baffles.

## ACTION

**The Design Commission thanked SDOT and the design team for their clear presentation of the First Hill Streetcar and their collaboration with Seattle University and Swedish Hospital. The commission appreciated the return to the branded shelter design of the South Lake Union Streetcar. The commission also appreciated the design of the plazas as they were based on a strong understanding of scale, movement and context and that they were linked conceptually but not literally.**

**By a vote of 6-0, the commission approved the schematic design of the shelters and the plazas, with the following comments:**

## Shelters

- Look for opportunities to enhance the consistent and clear brand.
- Strengthen the topographic concept used in the ground plane; it is not sufficiently legible. Explore how it would apply when new streetcar lines are added. Also, think about adding registering markers to provide reference and scale.
- Simplify and design the softscape features for an urban setting. Design the features to minimize the collection of litter.
- Continue to explore the “piano key concept” as a wayfinding tool in the ground plane and crosswalks.
- At the Yesler and Broadway intersection, enhance the pedestrian realm and use the scramble. Also, reinforce bike lines to direct cyclists. Do not blend pedestrian areas and the roadway; better delineate them.
- Work with the Seattle Housing Authority and GGLO to coordinate the improvements made to Yesler, as the alignment of Yesler will change with the coming redevelopment of Yesler Terrace.
- Develop alternative options in lieu of the planters to separate the cycle track from the parking lane along Broadway. The planters are too infrequent to define the space or create a sufficient rhythm. Since this is the first time SDOT will be deploying a separating element, it will likely become a city standard and replicated elsewhere; it is important to design this element well. This element could be lower to the ground and less obvious; it could also be an area for the public artist to provide input.
- Explore ways to tie the stations to the unique character of the neighborhoods, while maintaining the strong “neutral” station design.
- Include in the blade sign the glyph, the streetcar’s color, and the station name.
- Create greater clarity among different transit options.
- Minimize raised crosswalks.

## Plazas

- Reinforce the Marion Plaza’s concept of the field through its plant palette and broad massing; the planting should read as a field, yet have variety and not be a monoculture. The palette and design should reflect the landscape pockets at the stations elsewhere on the line, and be a heightened version of them.
- Reconsider the location of the Marion Plaza’s shelter, as it may be too far away from the streetcar stop and tactile strip, thus compromising its function.
- Reconsider the location of the Marion Plaza’s shelter, as it may create too great of a separation between station stop elements (shelter, ticket vending machine, tactile warning strip, etc.) thus compromising its functionality.
- Show greater difference and tension between the varying dimensions of the widths of the “planting baffles” or planters at the Marion Plaza
- Reinforce the prow of the Terrace Plaza by making it stronger and steeper. Investigate shifting the prow to accommodate views of Mt. Rainier. Explore recessed elements of the land forms similar to the expression at Marion Plaza.
- Better integrate the three plaza elements -- the prow, the baffle and the platform -- of the Terrace Plaza.
- Explore opportunities to better integrate the seating into the design concepts of both plazas.
- Use the piano key concept, and not the baffle concept, in the crosswalks.

- **Further investigate the use of sustainable elements such as pervious paving and stormwater management at both plazas.**
- **Further develop and detail the material palette and the species of trees in each plaza. Show how they are integrated and refined.**
- **Further develop each plaza's lighting scheme.**