



Seattle Light Rail Review Panel

Julie Bassuk, Co-chair
Design Commission

David Cutler, Co-Chair
Planning Commission

Catherine Benotto
Planning Commission

Dan Corson
Public Art Advisory Committee

Kurt Kiefer
Public Art Advisory Committee

Malika Kirkling
Design Commission

Laurel Kunkler
Design Commission

Kevin McDonald
Planning Commission

Tom Nelson
Design Commission

Julie Parrett
Design Commission/
Public Art Advisory Committee

Osama Quotah
Design Commission

Norie Sato
Design Commission/
Public Art Advisory Committee

Donald Vehige
Design Commission

Debbie Wick-Harris
Design Commission

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

APPROVED MINUTES OF THE MEETING

June 2, 2011

Convened 8:00 am

Adjourned 10:30 am

Project Reviewed

Brooklyn Station Light Rail Review Panel

Panel Members Present

David Cutler, Chair

Julie Bassuk

Laurel Kunkler

Don Vehige

Norie Sato

Tom Nelson

Dan Corson

Kurt Kiefer

Malika Kirkling

Kevin McDonald

Julie Parrett

Recused Panel Members

Osama Quotah

Excused Panel Members

Catherine Benotto

Incoming Panel Members Present

Debbie Wick-Harris

Staff Present

Valerie Kinast

Tom Iurino

June 2, 2011

Project:**Brooklyn Station Light Rail Review Panel****Phase:**

Schematic Design (30% Design)

Last Reviewed:

May 5, 2011

Presenters:

Bob Nichols, Sound Transit

Mark Reddington, LMN

Attendees:

Debora Ashland, Sound Transit

Molly Chapman, Sound Transit

Ron Endlich, Sound Transit

Ketil Freeman, Legislative

David Hewitt, Hewitt

Marcia Koengeter, City of Bellevue

Mike Koski-Haya, Swift Company

Barbara Luecke, Sound Transit

Patrick McDonnell, community member

John Petterson, LMN

Tracy Reed, Sound Transit

Tyler Schaeffer, LMN Architects

Barbara Swift, Swift Company

Roger Valdez, community

Katie Zemtseff, Daily Journal of Commerce

Time: 8:30am – 10:30am

Recusals

Panel member Quotah did not participate in the review because he works for LMN Architects, the designer of the Brooklyn Station.

Disclosures

Panel member Corson was one of the system artists for the Central Link project. He lives in the neighborhood.

Panel member Vehige's firm, GGLO, is working on a contract rezone for the Roosevelt Development Group. He lives in the neighborhood.

Commissioner Sato was a system artist for the Central Link project.

Commissioner Kunkler is working on project changing channelization

Commissioner Parrett is working for the University of Washington.

Panel member Cutler's firm, GGLO, is working on a contract rezone for the Roosevelt Development Group.

Panel member Bassuk worked with Sound Transit on a Capitol Hill transit-oriented development.

Panel member McDonald completed traffic analysis for the Roosevelt and Brooklyn Stations.

Presentation

Sound Transit presented the schematic (30%) design of the Brooklyn Station. It will be located in the University District along Brooklyn Avenue Northeast between University Manor Apartments on Northeast 43rd Street and the Neptune Theatre on Northeast 45th Street. This station will serve the surrounding residential community, the

"Ave" business district, other employment sites and the northern portion of the University of Washington campus. Two-thirds of the 12,000 boardings per day will go to or come from the University of Washington.

The station will feature a 4 or 5-story transit-oriented development above, to be built by a yet-to-be-determined developer after the station opens. The station's entrances will be adjacent to the Neptune Theatre and NE 43rd Street; they will feature elevators, escalators, stairs, covered bicycle parking, and ticketing machines. The entrances are relatively small, intending to fit within the context of the streetscape. The sidewalk in front of the station on Brooklyn will be 24' wide; it is part of a green street that extends from Portage Bay to Ravenna Park. The space enlarges inside the station entrance; down below inside the station, a relatively small mezzanine floats above the platform. Sound Transit is developing an RFQ for a lead artist to work with the designers.

ACTION

The Light Rail Review Panel thanked Sound Transit and its design team for its excellent presentation of the schematic design of the Brooklyn Station. The panel appreciated the attention the team gave to the pedestrian experience along Brooklyn, the integration of green streets and the pedestrian network, the planning for transit-oriented development above the station, and the inclusion of artists who will soon join the team. By a vote of 11-0, the panel approved the schematic design with the following comments

- Proactively engage the city to develop a holistic Urban Design Framework (UDF) that guides development around the station and specifically includes a Green Street concept plan for Brooklyn Ave. Present a conceptual UDF to DPD and an initial Green Street concept to SDOT to encourage both departments to add these items to their work plans. The Brooklyn Station will clearly be a catalyst for growth in the University Community Urban Center. As a result, its design should be developed in concert with an urban design plan for the Urban Center as a whole.
- Plan for the interim condition when the station opens and the transit-oriented development is not yet built. Develop conceptual drawings that show how the TOD site may be used until the point when development occurs.
- Refine how vent shafts and other station elements that extend over the station entrances are integrated with the future TOD.
- Study the proportions of the entrance openings in relation to the total street frontage available for sidewalk activating uses. The sidewalk frontage helps define the character and quality of the public realm, and it is a vital shared urban resource.
- Provide a comfortable covered location for waiting and pick-up in the streetscape along Brooklyn or at the station. As a basis for the design, study how people would wait at station and along Brooklyn.
- Use appropriately durable and resilient materials and finishes as the entrances must endure the wear and tear, scuffs, and scrapes of a high-traffic urban condition.
- Refine the design of the entrance areas to accommodate advertising and informal postings.
- Study the circulation patterns to and from the entrances, escalators and ticket vending machines, especially at south entrance. Adjust the design and redistribute the ticket vending machines if the study warrants it.
- Reconsider the proposed removal of the existing on-street parking and loading areas. These will be very useful to serve existing business and the new stores in the TOD especially those that may not have access to the alley.
- Refine the design based upon the experience of moving to and from the platform. Explore the opportunity to create signature elements.
- Though there was no consensus on the desirability of alley activation in this location, explore options to activate the alley. Study the entrance to the alley to determine whether it can be activated without compromising overall safety and security, and without conflicting with loading or the vent shafts.

At the next presentation, the panel asked to see visualizations of the mezzanine and platform with the structure and architecture expressed.

Panel Members' Questions and Answers

What is the experience on the mezzanine? Is there a glass element that one can look through?

There is a fire separation requirement on the mezzanine. A glass wall will separate mezzanine from the interior of the station box on one side. There is a railing on the other side, and windows on escalator enclosures.

What are the expected boardings per day?

12,000.

Describe the horizontal thickness of the structure that enables the TOD to be built.

The building box is below grade. The mezzanine hovers above structural horizontal members. The top of the box can support development. The entrances have a steel structure which allow for development above.

What is floor area of entrances?

Approximately 10,000 sq feet each (100' x 100'). We wanted to make it wide but not so wide to overwhelm the pedestrian character.

Why is the TOD not happening now?

The timing is not clear. We don't know who will develop it. We're showing what could be built. We're providing structural capability to allow a 65 foot building.

Do you have a functional requirement that the entrances need to be completely open? Do you have a free area component? Or requirements for air circulation?

We have a functional desire for open entrances. The spaces below grade are unconditioned. The openings are important for the working of station, for air intake and ventilation.

Are there any rules about the opening?

Once the opening is known we use that to calculate the ventilation capacity. We prefer an opening to doors that have to open and close.

On Brooklyn, there is no provision for loading or on street parking. Was this a conscious decision made in consultation with SDOT?

There is alley access behind the building. The parking and drop off will be on the western side of Brooklyn; SDOT has bought off on that. The UW hasn't expressed concerns about service vehicle parking. Sound Transit will restore the streetscape on Brooklyn.

What will you plant or build in the streetscape, given the TOD will be developed later?

We've developed a framework of a widened sidewalk. We will plant green trees and plantings in front of station, and we will replace "in kind" across the street. We need to discuss with SDOT what we would place on west side, as we want it to fit the framework we've developed.

What standard street tree species will you plant on Brooklyn?

We are very interested in working with SDOT and the UW to plant trees that fit into larger plan of a green street from Portage Bay to Ravenna.

How far does the canopy and armature extend?

They occur at each station entrance; they don't include the TOD frontage.

Are the ticket vending machines at just one location? Will there be pedestrian conflicts to reach and use them?

We've provided sufficient surge and clearance space. We've found that patrons don't know if there are more than one machine; they cue up behind one even if there are machines elsewhere. The same behavior exists with card readers.

What is the expanded sidewalk width?

Approximately 24' along Brooklyn

Is SDOT working on a street concept design now?

We haven't seen concept plans. Ideally they would be designing something soon enough to coordinate with our project.

Do your plans incorporate a bike sharrow on Brooklyn?

Yes.

Will the alcove for bikes at the northern entry be a hidden trash collector? The bike alcove in the southern entry is more visible.

Both are against the sidewalk, and both are always open to street.

How does bike storage work?

You need to sign up, and be charged through an ORCA card. It also could be on demand in the cage; you sign up for a membership.

What's the plan for the TOD site in the meantime?

There will be a fence around it. We will regrade it back to finished grade. It may be crushed rock.

Do you have a schedule for the RFQ?

No. But that's not unusual. For example, for the Capitol Hill station, which is already under construction, we are just about to issue the RFQ.

At the south entrance, will light spillover to residential building across the street?

The lighting will be directed and be in the bottom of the armatures. We won't have the problem of light spillover.

Will musicians or vendors be programmed in the mezzanine?

We don't want to encourage them at that spot. It is not a gathering spot. It's just a landing.

The entrances could be signature elements.

What plans or provisions do you have for advertising?

Sound Transit doesn't have a policy against advertising. We do have rules for it; for example, advertising can't cover up wayfinding signage or glazing needed for security.

What about informal advertising?

Good point. We need to plan for that.

What is the aesthetic approach to design of the entrances?

We want the surfaces to be light, the armatures dark. We want to create nice silhouettes.

What are the unique security challenges to this station?

We may have to gate the bike collection areas, especially in wee hours. The stations are not staffed. We will have security cameras and roving security.

I am concerned that some of the undesirable activity on Ave will migrate to the station entrance.

What is the structural expression of bracing? Patrons will see the ceiling and not section drawing.

The expression could be heavy and structural.

Will you use a single symbol to unify all the transit options?

The T symbol has been worked out with all agencies. It will be at stations with more than one service provider. Metro only wanted them at multimodal stops not its shelters.

I applaud the fact that Sound Transit has designed the Brooklyn station to accommodate building directly over the station entrances. This forward-thinking approach is vital to optimizing the potential of our investment in transit.

I appreciate your clear presentation, exploration of context, and work at pedestrian scale.

Kudos to Sound Transit for incorporating TOD. Hope it moves as quickly as it can.

Work with SDOT on the plans for street frontage. Make decisions on the west side that incorporate the future and not the past.

The TOD section is a missing tooth in the streetscape that could be missing for awhile. Allow design team put together an interim design for the area. Temporary art piece, use. Crushed rock is hard on surrounding community. Be proactive.

At north entrance there is no place for someone to stand and wait for pickup with their back against the wall. The only choice is the elevator shaft. Extend canopy just a little to north or south. The same problem exists at the south entrance but the north entrance seems a better spot for it.

The circulation patterns at the south entrance seem to conflict. Maybe you could just add a few more vending locations especially for people coming from Brooklyn.

The exterior elevator wall looks ripe for informal advertising. Anticipate and direct it.

It would be great to see more of the interior space at next meeting.

You need to offer more at the TOD site. It is a transitional construction site and it is disingenuous to exclusively show the TOD. Maybe you should show the reality of what you are proposing, the crushed rock lot, and develop other ideas of what the site might be in the interim.

I want to see platform level views. I like the structural bracing. I want to see how it works with volume of space. I also want to see the detailing of the platform; the platform is an icon.

I applaud the TOD. The station design is very strong and the space inside will be exciting. I want to see shots of the spaces and the progression through them. I like the glowing lanterns at the entries. The design looks pristine now, but it won't be once people start using the station. I like orienting uses, like the bike storage, toward the sidewalk. I am confident the TOD won't be delayed.

I am concerned about the vent buildings. The vent buildings will discourage alley activation by the TOD. I want to see more alley activation, especially in UW district. Think about the TOD as a 3 sided project.

The proportion of the entries should be thought of as part of urban block. The proportion seems off. The largeness with relationship of smaller blocks, would be a better relationship in community.

The alley should be integral component. Include on-street parking on the Brooklyn side in front of TOD. Perhaps include a bike corral.

The user experience of the escalator entrance and descent experience is important. This is really the focus of where you want people to look and go. Consider it as special or having a sculptural expression. Perhaps the "green special walls" are not the focus, but the escalator is? I want to see what the mezzanine looks like from above and below.

It is critical that SDOT actively moves forward with planning a concept for build out of Brooklyn. There is plenty of time for them to do it. The neighborhood's plans could go in RFQ for the TOD.

The 200 lineal feet of TOD frontage is great. The space underground could be a signature space; the north and south faces will be important. The TOD will be great. At the entry, think about the materials and advertising; stainless steel is ripe for scratches and nicks that are difficult to remove.

Activate the alley for only the first 50-100 feet from the street. Dumpsters will be in the alley in the middle portion of the block.

Think about streetscape beyond the trees. There is a lot of width to use for elements, even up along the curb.