



**Seattle  
Design  
Commission**

**MINUTES OF THE MEETING**

**September 20, 2007**

**Greg Nickels**  
*Mayor*

**Karen Kiest**  
*Chair*

Projects Reviewed

South Lake Union Streetcar

**Tasha Atchison**

Mayor's Office Briefing  
Freeway Park

**Pam Beyette**

Sound Transit University Link

**Evan Bourquard**

**Brendan Connolly**

Commissioners Present

**John Hoffman**

Karen Kiest, Chair  
Tasha Atchison

**Mary Johnston**

Pam Beyette  
Evan Bourquard

**Dennis Ryan**

Mary Johnston  
John Hoffman

**Darrell Vange**

Dennis Ryan  
Darrell Vange

**Guillermo Romano**  
*Executive Director*

**Layne Cubell**  
*Senior Staff*

Convened: 8:30am

Adjourned: 5:00pm

Staff Present

Guillermo Romano

Layne Cubell

Vivian Chang

Tom Iurino



**Department of Planning  
and Development**  
700 5th Avenue, Suite 2000  
PO Box 34019  
Seattle, WA 98124-2000

T: 206-615-1349  
F: 206-233-7883

printed on recycled paper

---

**20 September 2007 Project: Sound Transit University Link, Capitol Hill Station**

**Phase: 30% Design**

**Last Reviews:** 16 August 2007

**Presenters:** Debora Ashland, Sound Transit  
Ron Endlich, Sound Transit  
Barbara Luecke, Sound Transit  
David Hewitt, Hewitt Architects  
Barbara Swift, Swift & Company  
Joe Mathieu, Seattle Department of Transportation  
Lisa Rutzick, Seattle Department of Planning and Development  
Michael Jenkins, Council Central Staff

**Guests:** Mahlon Clements, Seattle Planning Commission  
Kevin McDonald, Seattle Planning Commission  
Kirsten Pennington, Seattle Planning Commission  
Catherine Hillenbrand, Seattle Arts Commission  
Richard Andrews, Seattle Arts Commission

**Attendees:** Martha Lester, Council Central Staff  
Barbara Wilson, Seattle Planning Commission  
Ruri Yampolsky, Office of Arts and Cultural Affairs  
Michelle Ginder, Sound Transit  
Greg Ball, Northlink Transit Partners  
Allison Maitland Scheetz, Swift & Company  
Bob Corwin, resident

Time: 2.0 hours

(SDC Ref. 121/RS0613)

---

**Disclosures:**

**Kirsten Pennington- Works with CH2M HILL. Sound Transit is a CH2M HILL client.**

**Action:**

**The Commission thanks the Sound Transit Train team for its presentation of the Capitol Hill Station and approves the 30% design phase, with the following comments:**

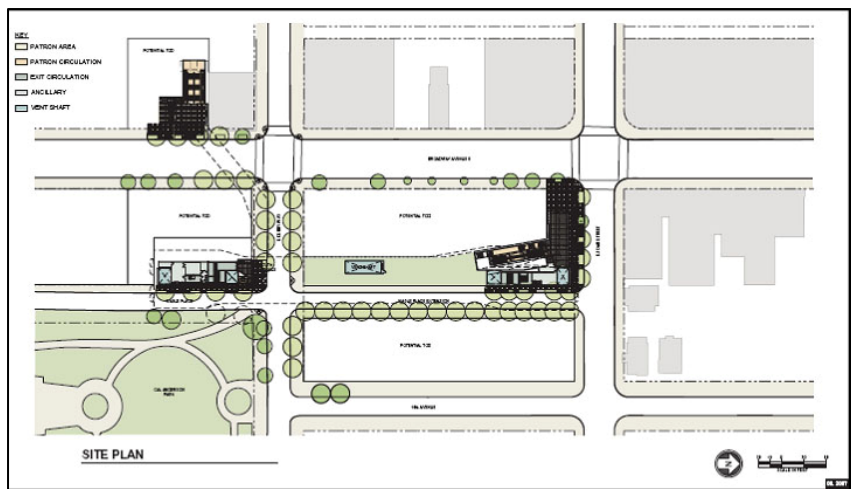
- **Approve and support the Nagle extension for a variety of functions with a focus on pedestrians.**
- **Support plans to engage an artist in the design and extend the art experience to both riders and pedestrians underground.**
- **Appreciate clarity of the design presentation and the color graphics.**
- **Support incorporation of natural light in structural elements such as vents and skylights in roof and would like to see this idea explored further, looking at both durability and maintenance.**
- **Appreciate differences expressed by each station entrance and the role of public architecture as a response to context.**
- **Underscore the importance of maintenance of glass and building canopies.**
- **Consider increasing size of the building at the West Entry.**

- Encourage attention be paid to wayfinding and information signage. Support addressing these functions in concert with architecture as the buildings themselves could also provide similar information.
- Like how Broadway retail wraps the corner at the North Entry.
- Revisit ways to bring light and openness to the South Entry and explore potential with Sound Transit for bringing natural light into the main tunnel vault.
- Encourage a partnership between Sound Transit and Seattle Central Community College regarding bike access and storage.
- Encourage the incorporation of art in the tunnel from Seattle Central entrance over to the station.
- Encourage Sound Transit and SDOT to discuss the parameters for the adjacent TOD parcels, particularly their likely height and uses, in subsequent design work as this must inform the station design and vice versa.
- Support the incorporation of artist live-work areas into TOD parcels.
- Attention should be paid to bicycle transportation and access.
- Encourage the design team to make the tunnel feel as safe as possible.
- Ask that the design team at the next presentation:
  - show the larger planning context for this area.
  - explore the next level of design in a 3-d model.
  - provide clearer 8 ½ x 11 color presentation materials.

### Proponent's Presentation

*Background* There will be a public open house on September 26, 2007 from 5 pm to 8 pm at Seattle Central Community College to present the 30% station design and get feedback from the community.

The Capitol Hill station is located in the heart of the Broadway business district, underneath Nagle Place, just southeast of Broadway and John St. Three separate entrances will provide access to the station as well as amenities such as information and ticketing. The entrances include a north entrance at E. John and Broadway, a south entrance at Denny and Nagle Pl. across from Cal Anderson Park and a west entrance on the west side of Broadway just north of SCCC. The station box is located under Nagle Place.



Capitol Hill Station Site Plan

The station box is located under Nagle Place.

A key consideration of the design is to preserve the opportunity for future redevelopment at up to four sites adjacent to the station entrances after construction is complete. The current design includes an extension of the existing Nagle Place between Denny and John.

The north entrance includes a five-foot drop from Broadway to the east edge of the entrance, which influenced the orientation of the entrance. Patrons will enter from the west and proceed to the mezzanine level using stairs, escalator or elevator. There is enough open space to give a strong presence, and the activation of the space will be demonstrated by station and retail activity. Light and transparency will be used as calling cards. The uses of a clerestory to bring light into the station and a green wall on the east external wall of the station are important design features.

The south entrance is the most minor of the three entrances in terms of size, access and usage. Patrons would enter from the north and take an elevator or stairs to the mezzanine level or directly down to the platform. The south entrance also makes use of clerestories to provide natural light, and a green wall to provide a natural element.

The west entrance includes stairs, an up-escalator and elevator for access to pedestrian tunnel under Broadway which connects this entrance to the mezzanine level of the station. The west entrance is a simple space, with a clerestory to bring light into the entrance. There is also a covered area for bike racks and lockers (20 spaces and 4 lockers) located on the south side of the entrance, in close proximity to the college.

The pedestrian tunnel from the west entrance to the station slopes at about a 3% grade. The width and angle of the tunnel have been adjusted to allow for maximum sight distance, an important safety consideration for patrons walking through the tunnel. From the mezzanine level of the station, patrons will take stairs, elevator or escalators to the platform, where they will board light rail trains.

The ceiling of the station is constructed with metal mesh that forms an inverted V over top of the mezzanine and platform levels. The air vents and other mechanical requirements of the station are concealed behind that mesh, while still allowing air flow and access for maintenance. This innovative design prevents the inner workings of the station from interfering with the experience of the riders.

Barbara Luecke has been working with various stakeholders to form the Art Selection Panel, which will work to select the artist for the station. Designs for the artwork will be presented along with the 60% design milestone next spring.

### **Public Comment**

- Michael Jenkins, Council Central Staff:  
Councilmember Clark's Neighborhood and Economic Development Committee has identified several key points and desires: maximize development over the station box, not just at-grade to accommodate a mix of commercial, residential, open space; maximize pedestrian opportunities for safe and comfortable movement at station; and maximize opportunities along Nagle to serve as a functional part of street system for ST

maintenance, cars and pedestrians; and keep it integrated with urban context of Capitol Hill.

### **Key Commissioner Comments and Questions**

- Do the elevators go to platform or mezzanine?
  - The elevator at the north entrance goes to the mezzanine level. At the south entrance, the elevator goes directly to mezzanine or the platform. At the west entrance, the elevator goes to the pedestrian tunnel which leads to the mezzanine level, where another elevator leads to the platform.
- How wide are the sidewalks?
  - They are 20-foot sidewalks in front of the entrances. The plaza areas at the north and west entrances create additional sidewalk widths.
- Why was the five-foot slope of the sidewalk not absorbed into the escalators/stairs?
  - To reduce the size of the wall between the station and sidewalk so the station could feel like it was part of the sidewalk.
- Does ST want to have anything built on top of the 65' deep box?
  - Construction of TOD is feasible over portions of the station box, but further study is necessary with respect to structural loading, access to the service areas of the station, and operations of the station mechanical systems.
- Can a kink be done on the tunnel wall at the west?
  - Sound Transit needs to look into this and determine if neighbors have built to their property line.
- Is there a reason why there is such a tight sidewalk along the extension of Nagle?
  - It could be a street with parking, a sidewalk at the same level with bollards; know that there will be retail service access at site.
  - Site is broken down in three pieces, which means that one or up to three different developers may work on those sites, in a phased approach.
- Is there a substantial pedestrian sidewalk at the southeast corner station entry at Nagle and Denny?
  - The sidewalk is 20 feet wide in front of the entrance on Denny.
- Given the character of Capitol Hill and the TOD development, it would be a great opportunity for arts organizations to be housed.
- Within the art program, are artists not on the design team for the station?
  - There will likely be one artist chosen for the entire station and they will work closely with the team.
- Describe the box system and finishes.
  - Station has certain givens, but the design team will develop all surfaces. The architectural finishes in the public areas will conceal the pipes, conduits, ducts, waterproofing, etc. from the public view. Finishes need to be durable and easily cleaned. The tile surface will be in a rectilinear pattern.
- What does it mean for artists who might concentrate on view from the train?
  - The art will create an underground experience for riders and pedestrians.
- Is there any automobile-pedestrians interaction? Drop offs?
  - Nagle Place extension could provide space for that, but first paratransit service will need to be identified in the near future. Generally, there will be less need for drop off at this station.

- Is there a possibility for natural lighting into the mezzanine?
  - Cost and maintenance would be significant.
- What are green strategies? Recommend that the team brings drama higher into the rest of station because it seems small.
  - Potential green wall or green screen on Nagle. Will think about the drama aspect.
- Because the north, south and west entrances are offset from the sidewalks, the team can perhaps be sensitive to circulation, security and the vitality of the spaces as they relate to the sidewalks and streets.
- Is the south entrance quieter and neighborhood oriented?
  - There is a difference between qualities of light. The station box as a glowing facility at night has potential color from within. There is an obligation to make it visible and feel safe.
- Clean, glowing glass and light is encouraged and should be kept in the budget.
- What type of markers will be used?
  - Entry signs and jazzier pylons (three-sided sign elements), a cantilevered overhang will add identity at the entrance. There are system-wide signage and way finding criteria, and station entrances will be clearly identified.
- The “glowing box” at the east entrance should be more subtle to relate better to the park.
  - There will be a green wall on that side.
- The vent shaft on the south entrance is not a good location. It is opaque and blocks light from entering the stairwell.
- The longitudinal section along Nagle could have skylights that point down the shaft. Leave opportunity for someone to do it in the future.
- Opportunity to work with models between now and 60%.
  - Want to make something strong and powerful.
- Seattle Central Community College entrance is an exciting place; is college participating in creation of plaza?
  - Sound Transit has a continuing dialogue on the west entrance with SCCC.
- Planning Commission has pushed for TOD in urban areas such as this; more height should be the goal up to 300 feet.
- Present 3D models next time.
- Team has given us a great presentation today, but very difficult to see it without reviewing documents beforehand, need 8x11” handouts.