

MINUTES OF THE MEETING

December 6, 2007

**Seattle
Design
Commission**

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Brendan Connolly

John Hoffman

Mary Johnston

Juanita LaFond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Projects Reviewed

- Fire Station 39—Lake City
- Woodland Park Zoo—West Entry
- Woodland Park Zoo—Penguin Exhibit
- Terminal 30—Alaskan Way South
- University Link—UW Station and Pedestrian Bridge

Convened: 8:30am
Adjourned: 5:00pm

Commissioners Present

- Karen Kiest, Chair
- Tasha Atchison
- Brendan Connolly
- Mary Johnston
- Juanita LaFond
- Dennis Ryan
- Darrell Vange
- Darby Watson

Staff Present
Guillermo Romano
Valerie Kinast
Tom Iurino
Vivian Chang



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6 December 2007 Project: Fire Station 39-Lake City

Phase: Schematic Design

Last Reviews: None

Presenters: Frank Coulter, Fleets and Facilities Department

Scott Wolf, Miller Hull

Daniel Gero, Miller Hull

Jess Harris, Department of Planning and Development

Attendees: Dove Alberg, FFD

Molly Douce, SFD

Nicole Durkin, Miller Hull

Jay Feldman, FFD

Joe Hampton, FFD

Jason Huff, Office of Arts and Cultural Affairs

Andy Ishizaki, FFD

Cheryl Klinker, Lake City Community Council

Frank Lawhead, Lawhead Architects

Time: 1.0 hours

(SDC Ref. 169/RS0609)

Action:

The Commission thanks the team for their presentation and unanimously approves schematic design for Fire Station 39 with the following comments:

- **Appreciate simplicity of building as defined by the structural envelope**
- **Appreciate functional value of the hose tower and hopes it stays as part of the project**
- **Appreciate the boldness of the art but it needs to be better integrated with the architecture**
- **Ensure north outdoor space has sufficient sunlight**
- **Support functionality of building gasket, consider providing more visible green materials**
- **Encourage more attention to be given to structural qualities of north green screen**
- **Support location and extent of curb cuts**
- **hope SDOT will support swale; expanding drainage swale into right of way is sustainable approach to addressing stormwater; developed as a landscape amenity**
- **Appreciate the way the Fire Station cladding is selected according to other community facility on 2^{8th}**
- **Happy to see project will achieve LEED Silver and may achieve Gold**

Proponent's Presentation

Project Background

Fire Station 39 is currently in very poor condition due both to its age and type of construction and is not suited to renovation. It will be rebuilt on its existing site and significantly expanded to 11,200 square feet. There is a strong civic connection to the renovated library. Necessary clearances have been acquired to provide a drive-through facility. There will also be a green buffer around the site. The future building will be 65-foot mixed use with a surplus on the east side of the property for potential workforce housing to increase urban density and the gasket will

have its own identity. To minimize circulation, there will be bunk rooms upstairs and beanery functions downstairs.



Fire Station 39 South Elevation



West Elevation



North Elevation

The Commission made the following comments from the last review: 1) function/operations; 2) relationship of this civic building to fit within community; and 3) present a budget. The main project components should reflect the goal of the station to protect and serve. The apparatus bay is as close to the 127th midblock as possible and the supporting station house functions as two simple boxes to express primary binary functions. The hose tower is iconic and visible from even the back of the site. Horizontal function contains a recessive gasket for separation between the fire station and neighboring building. A green buffer will be a connection and buffer form the community. The existing drainage ditch takes water from 28th to connect to conveyance channel. A rain garden will collect water from the roof to a cistern to irrigate vegetation. There will be a thin green screen to the north of the site. The green roof will serve as an alternate recessive horizontal bar. The entry is like a “bridge” since it will cross rain garden element and has a civic connection to library and civic buildings. Security will be provided for the adjacent house and

yard via landscape and screen wall. There will be a space for rigs and an area for diesel trucks to fill tanks without being in the street. The firefighter’s outdoor space will be a private space. Budget is a key driver to make this project possible and economical methods will be used to make the building cost effective yet beautiful. The team plans to wrap the box with metal skin and cut through the wrapper with openings, such as the private courtyard and the apparatus bay, in which the station bay bar will allow views in and out on the important corner. Within the wrapper itself, walls will be treated as elements for backdrops for depth and texture within simple clean box. The second floor openings depict an outdoor terrace carried up to the second floor to give more significant urban presence. There will be a plane of color and material change. In the south elevation, openings will exist in the front entrance, hose tower, and gasket piece. A sunscreen will be on the west elevation and individual bunk rooms with smaller openings, stair tower, and beanery to outdoor patio will be in the north elevation. The artist is Steven Glasman who focuses on the connection to the community, elevated landscapes, and connecting rainwater to raingardens. After an ecocharrette, this project was determined that LEED-Silver can be attained. However, the cost estimate and schedule will be updated later on this week and schematic design should be complete before the holidays. After that, design development and CD phases will ensue, in which the team will work with Fleets and Facilities to place bids.

Public Comment

- Glad to see exit on 128th
- Wondering about art work
- Does this need to go to City Council?

- No. Just need approval by director of DPD
- Curb cut for apparatus bay is wider than code; may go to City Council early next year for amendment

Commissioners' Comments

- Does it need to meet Green Factor?
 - Yes, to the zero-lot line
- How far does rain garden extend into the sidewalk?
 - Six feet. SDOT helped eliminate 4 or 5 parking stalls on E side of 28th to address stormwater problem. A large curb bulb will be made and parking will exist on the west side of 28th, which terminates two blocks north of the site.
- How does the project relate to the south? Will there be improvements?
 - This is not certain. Part of the Lake City plan is to develop the civic core. Currently, the auto dealership has a paved sidewalk. Not sure how to make that into a green street.
- What kind of pavement is around the perimeter? Will it be permeable?
 - That is the firefighter area and will be mostly permeable.
- Like how clean the roof looks in the model. However, are there additional mechanical portions not shown?
 - The additional parapet will not be visible from the street.
- What is the color or profile in the siding on the vertical slot on north side of hose tower?
 - The wrap will be insulated painted concrete blocks.
- Where will the diesel truck go into?
 - From an operational standpoint, a sight triangle will be maintained.
- Under innovation and design in the LEED checklist, will rainwater harvesting/rain garden elements remain?
 - This will remain. Other LEED credits include a series of salvage materials, granite curb sections from surplus uses as check dams and weirs and surplus fire hose used as vertical screen elements along railings and the west side.
- The hose tower seems to be a lot taller than other fire stations.
 - There are 100 feet of hose, in which a firefighter must go 50 feet up in the tower in order to drape the hose over a peg.
- There seems to be a lot of competition in the artwork in which some of the more refined elements seem to be stifled. Keep the competition down a little. Interested to see how it develops.
- Appreciate boldness but there is sincere lack of integration.
- Appreciate green buffer and conveyance; idea of threshold via bridge is a special moment.
- How much solar daylighting will there be in the outdoor space in north combined?
 - The team will conduct a daylighting study.
- Appreciate envelope and sincere nature of design.
- Is the green roof on the gasket a budget question? Is this the best place for a green roof? Have you done simple studies on the building next door for sunlight exposure? Interested in aesthetic and environmental value. Consider system with soil and taller plants.
 - There will be an opportunity for the building next door to go up to 65' with windows potentially looking down. It is conceptually important to continue the green. The team looked at a system of green roof trays as a cost effective green roof option. There will also be bubble lights though the green roof.

- Although the Commission supports the curb cut, it may not be able to grant departure for commercial buildings for public projects. This is a question to ask DPD.
 - There has been lots of discussion with the Fire Department and DPD. The FD wants three aprons, but the land use code says that exceeds the allowable width for a curb cut. There will be resolution by construction.
- Second story deck may not have enough daylight.
- Regarding the green screen: it is very difficult to have plantings grow year round on pipes.
- Commend the team to describe cost issues and cladding materials as part and parcel for a solution. The Commission recognizes limited budgets for fire stations and supports explanation for cladding.
- Consider the skylights that shine into the apparatus bay.
- What type of paving materials are on 127th? Concrete?
 - Different scored concrete will be on 127th. On the west, scored concrete will be placed. There is an opportunity for recycled materials, such as perforated metal when crossing rain garden to give a sense of a crossing threshold.

6 December 2007 **Project: Woodland Park Zoo—West Entry**

Phase: Schematic Design

Last Reviews: Pre-Design- September 6, 2007

Presenters: Monica Lake, Woodland Park Zoo

Ed Weinstein, Weinstein AU

Robert Shrosbree, Site Workshop

Attendees: Bill Bernstein, Site Works

Becca Hanson, Studio Hanson/Roberts

Tanya Brno, UW Student

Scott Ringgold, DPD

Irene Wall, Neighbor

Time: 1.0 hours

(SDC Ref. 169/RS0612)

Action:

The Commission thanks the team for a thorough presentation. Given changes to the parking program and access, the DC would like to see a revised circulation diagram with updated entry sequence, and has the following comments:

- Need to resolve connection from the north lot
- Reconsider wayfinding and signage for the West Entry
- Consider a stronger pedestrian and bike connection to Phinney
- Provide clearer relationship between landscape and architecture
- Stormwater strategy should be expressed in an integrated fashion and the relationship to the building and groundplane need to be more apparent
- Public art involvement is a good direction
- Consider addressing the eight-foot drop in elevation with option of stairs or a steeper ramp
- Consider closer relationship of the restroom and stroller parking
- Encourage bike parking to be more visible

Proponent’s Presentation

Project Background

Guests will be brought to the West Entry from the nearby bus stop and parking areas on the north and west sides of the zoo. The entry is still the natural gathering place for guests coming on west and north. Three quarters of the visitors currently use the WPZ’s North and West entries and are expected to continue at this level at the new West Entry. To the



Woodland Park Zoo West Entry Site Plan

north of the site, staff parking and administrative building will be present. Within the zoo, east, west, and south hubs will continue to evolve. There will be a new path to bring guests from the north parking lot to the west plaza. Within the West Entry are three primary structures: the ticketing and membership services, visitor services and a retail store. Existing restrooms throughout the zoo will supplement these new facilities. The particulars of a café have yet to be decided; it will either be a cart or a structure that will activate the north edge of the entry plaza. There will be a triangulation between the zoo store, the ticketing and membership buildings. However, the zoo store will only allow entry from the outside (west), although there is a potential that it can open to the south and east. The visitor assistance will be located on the east side of the west entry plaza and contain staff to assist visitors, rent strollers & wagons and accommodate stroller, wagon and wheelchair storage as well as a first aid station.

There will be a short retaining wall with a continuous landscape screen around the south end of the site. Vegetation will consist of native and native-like conifers which will be integrated with the buildings and landscape. There is an approximately seven foot elevation difference between the paths leading from the west into the entry plaza. The design reflects an accessible path at a less than 5% grade, thus handrails will not be necessary. The sightline will be porous in framing the views. The experience walking towards the West Entry will consist of “flows” and “eddies.” Concentric circles, or “ripples,” will have a reflective quality. The experience of the west entry and entry plaza will be differentiated by the paving. Existing Sycamore trees will create verticality and scale. There will be naturalistic paving in the north of the site, complemented by wooden seats that provide a warm and rustic style. There is area for surface drainage which has an opportunity to reveal storm water collection.

The south retaining wall will be concrete with a clerestory window. The ticketing and membership booth will have an interactive wall and will include a generous eaves and wood/steel columns. The material palette will show refinement and restraint, including the concrete plinth and a floating wood plane ceiling that will glow at night. This plane will continue along the edge to provide weather protection. The big screen gates will have top lighting to prevent glare.

Public Comment

- WPZ’s “Point of Entry” (POS) data confirms that more than 55% of WPZ visitors currently enter through the North and West Entries.
- Administration building does not make sense.
- There was no mention of trailers in the south.
- This project may need to be put on hold until a building location is determined.
- Is the biome going to be built, which will affect the ticketing booths?

Commissioners’ Comments

- In terms of site planning and quality issues, focus on site planning issues and architecture.
- Lack entry sequence from north lots to serve (existing north lot). Need to see resolution to entry from north lot.
 - Have not developed particular path from north. Assume more attention to the path. Universal access from the northwest entry is needed and the existing path from the north lot will not be changed.

- Wonder who is doing planning and design of west parking because it will change the nature of the west entry plaza.
- Does the intimate setting of path system support the volume of visitors based on the elevation grades?
 - A majority of buses are set up on the south end.
- Consider access to the Metro line and think through the importance of three or four parking stalls, which should have a better connection from Phinney Avenue.
- Where do the elements come through in signage work from the parking garage?
 - Have not looked into it.
- Need new modified version of schematic design that depicts circulation and continuity, where pieces fall into Master Plan (administration building, etc.)
- Recognize that there is a lot of investment.
- Consider the future desert biome, as well as gateways, canopy structure, entry sequence, and posited café.
- Is it a question of logic to have such a significant investment in the zoo store with access from the zoo proper?
 - Large cantilevered roof will be from the south for heat, solar access, and covering and will have continuous seating. There is a significant control effort.
- Should have door from inside the zoo
- Appreciate the relationship between architecture and the landscape. However, the two need to have sympatric relationship of culture (rustic vs. refined) in a single entry statement. There is also a green roof opportunity.
- Significant foreground pieces stand out: two kiosks are artful statements that are interactive and if the perimeter is well behaved, the kiosks can have significant dynamic communication due to shape and size.
- Great opportunity to integrate artists.
- Information dissemination (flagpoles, banners) will be part of the entry. There will be as much possibility to display information as possible so find out demands.
 - Kiosks will be conveyed; some information will be digital and the planes on the administrative building panels are good candidates for donor wall
- Long ramp to entry will take a long time. Is there an opportunity for a short cut such as stairs and or steeper slopes?
 - For safety and universal access the zoo does not use stairs in our guest areas.
- The site is 98% permeable and the green roof is distracting. There is an opportunity to send a message to convey: conservation of the world.
- Restroom and stroller parking in the same building would be more conducive to parents.

6 December 2007 **Project: Woodland Park Zoo—Penguin Exhibit**

Phase: Design Development

Last Reviews: Pre-Design—September 6, 2007

Presenters: Monica Lake, Woodland Park Zoo
 Becca Hanson, Studio Hanson Roberts

Attendees: Tanya Brno, UW Student
 Andy Casillas, UW
 Joe Mathieu, SDOT
 Scott Ringgold, DPD
 Ed Weinstein, Weinstein AU

Time: 1.0 hours

(SDC Ref. 169/RS0612)

Action:

The Commission would like to thank the design team for their presentation with unanimous approval for design development, with the following comments:

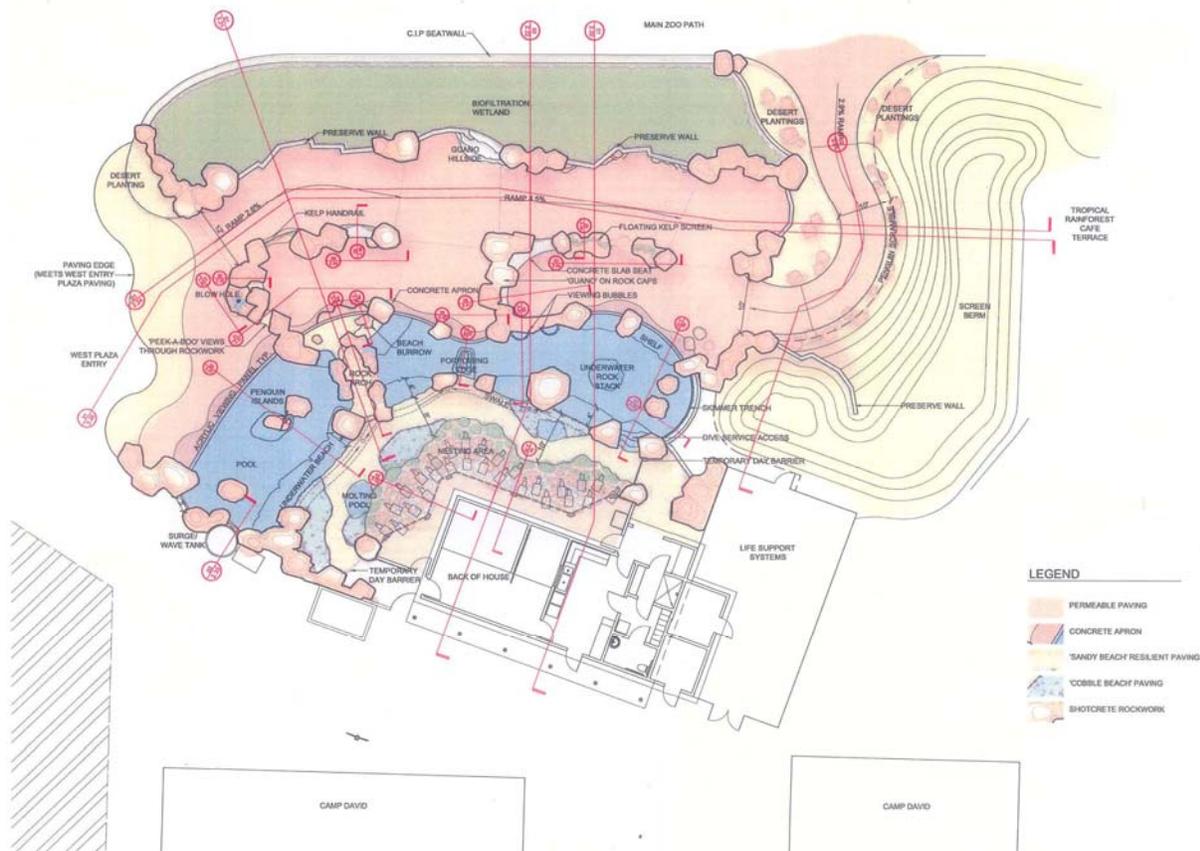
- **The team’s process should be used as an example for other Zoo projects because it clearly describes hierarchy of design principles.**
- **Appreciate the complexity of interpretation – will invite many visits with continued learning**
- **Appreciate that the back of house is almost invisible, but still uses care in its form and materials.**
- **Interested in transitions and edges of the spaces and how they meet the adjacent areas, especially the groundplane and paving.**
- **Appreciate that the wetlands will be used for the zoo and not just the penguin exhibit.**

Proponent’s Presentation

Project Background

The interior of the zoo helps inform the decisions of the ebb and flow in the west hub. Although people from the east can see the penguin exhibit rocks, the site layout prevents the birds from feeling overwhelmed by people coming from the west. The west plaza development will commence in winter of 2008. Since the last presentation, the team has coordinated with the West Entry project to insure an optimal fit, define the context and setting as it relates to conservation efforts and the interpretive storyline, fine-tune filtration and energy use options, and also to finalize animal husbandry facilities. In terms of water filtration and energy use, this project is slated to be storm water neutral. Permeable paving will capture and infiltrate all pathway storm runoff. In addition, rainwater will also be collected from the roof, pool, and wetlands. The filtration system will retain, treat and re-circulate the penguin pool and daily wash-downs of penguin areas. Constructed wetlands will capture final “backwash” waste and return the water to use. A geo-thermal heat pump with about eight 300-foot deep wells will help with infiltration. The penguin pool holds 32,000 gallons of water. Sand filters use backwash, which is then sent to a backwash waste storage tank that passes through a secondary filtration and ozone membrane. The clean water is sent to storage, the backwash goes into the wetland, and slush goes into the compost.

The visitor experience is interpretive by the way the stage is set with props and signage. The entry plaza and shoreline will be big, open, public, and celebratory. The entry to the preserve will be an interpretive experience of being in the desert and is a gateway to different experiences. Children can be nose to nose with penguins at the penguin beach as well as learn about guano harvesting. Adjacent to the deep water view will be interpretive material highlighting resources along the shore (guano and anchovies). There may be a decorative kelp scrim along the main path as visitors leave the shore. There will be sound and fine mist at the entry with the blow hole. Waves will be created by a vacuum system. Also, a propoising rock will serve as a speed hump. There will also be views of penguins on the beach. Viewing bubble domes will be 18 inches from the ground, which allow children to look at penguins at eyelevel. The architecture incorporates water drains, heated floors, recovered water, 27 penguin burrows, and a cast in place concrete building. This building where people are staffed will use the simplest roof possible and the interior will have a penguin burrow room. The design team has worked interactively with the Zoo to move forward with this project. The team needs to refine interpretive elements and perhaps move the blowhole from one side to another.



Woodland Park Zoo-Penguin Exhibit Materials and Layout Plan

Commissioners’ Comments

- Principles with intricate connections in final design are very elegant.
 - Team is in communication with the schematic design team

- Appreciate that the team has made more blank walls into more interesting stories and has an organic quality. Assume that rock formation will be a reference area.
 - Tried to give reference of design-build with fabricator to give model with height, bulk, ledges, bulges, and color.
- Appreciate the stormwater element.
- Consider donor recognition and how to handle signage. The wetland is a story.
- Think wetland is wonderful element, so is the stormwater coordination. Is there capacity or opportunity to engage surface runoff from the west entry beyond the penguin exhibit?
 - Will use same strategy, so West Entry will likely penetrate glacial till, sand lens, and water capacity is significant; therefore west entry will have stormwater catchment.
 - Using LEAN and animal management, as well as tips from other zoos, the aperture and movable rocks to allow a little modification are examples of such tips.
- Paving needs to be aesthetically and functionally incorporated into the larger zoo context.
 - Lighter colors will go in the concrete band, preferably a rustic terrazzo, whereas the bounds may be more granular and coarse pavement with less detail and good color.
- It seems that this penguin exhibit is the front runner for the visitor experience after the entrance.
- Is there is a dialogue between asphalt and edges to the main loop to surfacing?
- Aesthetic quality of architecture here compared to elegance of Weinstein AU; cost and visibility to recede and change from sloped roof to flat roof; look at roof from various sightlines
 - Yes, the sightlines are completely blocked by all views and this is the best and most cost-effective way
- How does your blowhole work?
 - Computer connection that references to the pressure in vacuum pump with sound system

6 December 2007 **Project: Terminal 30-Alaskan Way South**

Phase: Street End Vacation

Last Reviews:

Presenters: George Blomberg, Port of Seattle
Peter Hummell, Anchor Environmental
Beverly Barnett, Seattle Department of Transportation

Attendees: Fred Chou, Port
Moiria Gray, SDOT
David Thompson, Port

Time: 1.0 hours

(SDC Ref. 169/RS0612)

5:2

Action:

The Commission supports Port's approach to addressing public benefits package by considering improved waterfront access at Terminals 30 and 24, with the following comments:

- **Safety is of great concern due to the geographic location and access for view into the properties**
- **Pier 24 seems to be less of a dead end and is highly visible from bike access, while providing view opportunities for the public.**
- **Include at grade and human scale diagrams on graphs and photos including all access points, bike, pedestrian scale, south of 24, and fishing piers to allay fears of safety issues**
- **Appreciate public benefits of triangle at Pier 30 and see that it is important to keep**
- **Show parking access for Pier 24**
- **We agree this alternative of improvements to both sites opens up opportunities to add connecting trails for future water front**
- **Urge team to consider pedestrian access identified as green on plans**

Those who voted against: Does not think this is enough to outweigh public benefits with loss of shoreline

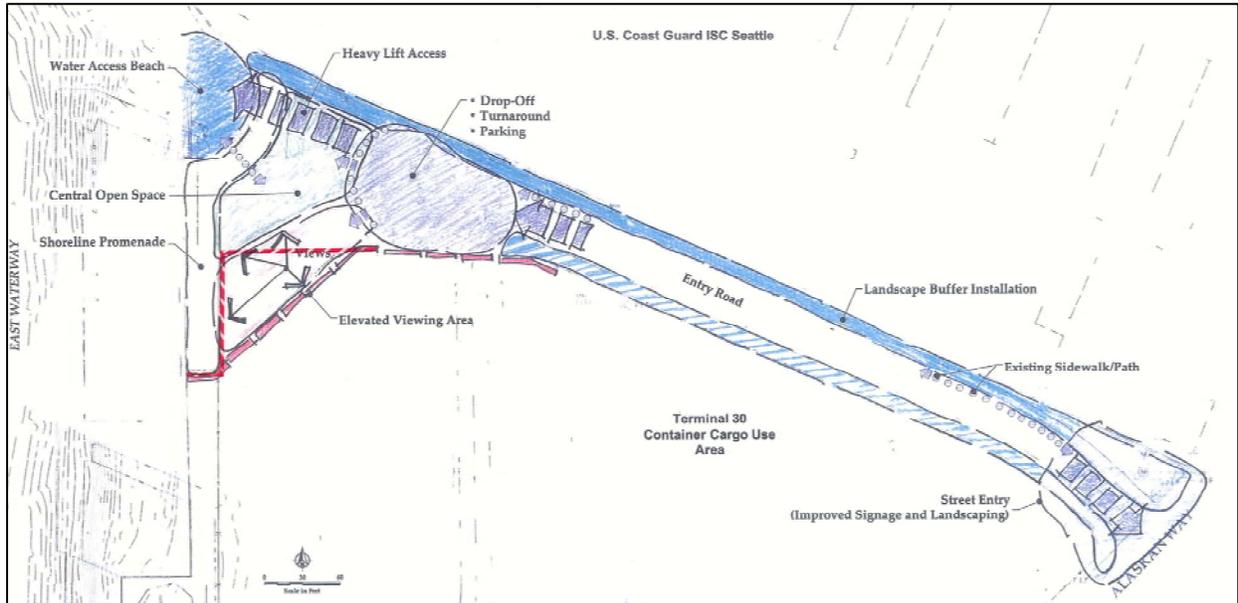
Proponent's Presentation

Project Background

The team has decided to combine two smaller sites to make bigger site to create a more successful public access. The public access plan anticipated a vacation for potential ROW, in which every square foot is valuable. Existing improvements include widening the public access road that is durable and in line with shoreline. Also, there is a proposal to vacate Alaskan Way to use as marine cargo area, which is currently used as cruise ship terminal. This cargo area can be moved from Port 24 to Terminal 91. The connection to East Marginal Way may not always be useful or visible for users. The site may not be large enough. The Port therefore has suggested another site of Alaskan Way. The four story maintenance facility will be gone and the 2.1 acres of over-water dock structures can be removed to establish kelp and intertidal substrate. The off-site improvement to add 0.5 acres of total available public use, and 420 linear feet. There will be a promenade and potential viewing structure, and a pull back view structure that people can arrive by vehicle. In addition, there will be a loop path, lighting, retail (tentative), and a high-top

shoreline. The southeast corner of East Waterway will be re-sloped so that will be have contact with the water and visitors can witness fish and wildlife restoration. This pedestrian link will add a further public benefit.

Terminal 30 Additional Improvements-Conceptual Design



Public Comment

- Two different view access, potential for trails
- Concern with lack of parking (at Pier 24) for public to get there and for those who are not able to bike
- More police concerns
- Concerned about taking away triangle; is it worth losing it? Increased dead end potential; need to see how it evolves

Commissioners' Comments

- Will Pier 24 improvements continue?
 - No.
- Is there going to be any surveillance possible of Terminal 24? Office function?
 - There is surveillance at site.
- Could there be access or public trail?
- Terminal 30—is the height recommended to see over container ships? What are the views from the groundplane?
 - Attract more people that would draw attention to people at Terminal 30, but the new site could also contain a view structure.
- Safety questions in terms of visual access regarding Pier 24 to see if green mitigation area has potential to evolve? Site to the south could contribute to site of amenity
- With the bike path going to Terminal 24, it seems like more maneuverability exists
 - Bridge was at grade
- Are there opportunities to increase safety at Terminal 30?

- Have found stolen cars. Have not had any incidents; have emergency phones at various sites. Multiple in and out routes.
- Drainage stormwater—struggling to introduce green corridor feature (Terminal 35 stormwater drainage feature)
- Would you look at providing narrow access to Terminal 24?
- What is the nature of the shoreline south of the yellow zone? Does the Port own land south of yellow zone?
- Maps of all the access points at human-scale
 - Wanted to check dipstick check and then begin to show design concepts
- Terminal 30—taking triangular piece away, concerned for degrading promenade and the dead end
 - The triangular piece could become an elevated piece
 - Condition is not safe
- Is the Coast Guard going to stay?
 - Yes, they will stay.
- Would like maximize waterfront access which will strengthen public benefits via design view
- Show where and how visitors would park
- Are the public benefit commensurate with giving up the
- Clarity of urban design related

6 December 2007 **Project: University Link, UW Station and Pedestrian Bridge**

Phase: *Schematic Design*

Last Reviews: August 16, 2007 and September 6, 2007

Presenters: Ron Endlich, Sound Transit
Barb Luecke, Sound Transit
Barb Swift, Swift Company
Mark Reddington, LMN Architects

Attendees: Debora Ashland, Sound Transit
Greg Ball, Northlink Transit Partners
Mahlon Clements, Planning Commission
Bob Corwin, Resident
Richard Johnsrud, Sound Transit
Dongyun Kwak, Chiba University of Japan
John Petterson, LMN Architects
Todd Schwisow, LMN
Ruri Yampolsky, Arts and Cultural Affairs

Time: 3.0 hours

(SDC Ref. 121/RS0613)

Action:

For the record, the Design Commission is conducting University Link review with representatives of the Arts Commission and Planning Commission in a modified version of Light Rail Review Panel (LRRP).

The Commission thanks the design team for its presentations. The action is broken into two motions.

As a preliminary motion, Sound Transit has asked the Commission to provide a separate recommendation on the preferred approach to a grade-separated crossing at Montlake Boulevard as a station access feature. The Commission unanimously approves the concept of a pedestrian bridge instead of a tunnel for the following reasons:

- **There are no compelling reasons for a tunnel**
- **Bridge humanizes area, better supports pedestrian environment**
- **Bridge provides clearer campus connection**
- **The bridge, shown as an arc, is itself a compelling feature and could serve a major signifier of the transit terminal and a major sculptural element**
- **There are significant constructability issues with the tunnel, including potential impacts with 520-associated revisions to Montlake Boulevard**
- **The bridge is more sustainable, with fewer short and long-term construction, operations and maintenance issues.**

As the second motion, the Commission approves the schematic design, with the following comments addressing

1) Above grade elements (bridge, elevator, escalators, stairs)

- **Would like to see bridge again in February following University review of the project relative to the Rainier Vista Concept Plan underway**
- **Supports bridge in plan, but the sculptured arc is not integrated in 3D**
- **Take advantage of the bridge as a sculptural art element**
- **Straight railing sections along curve of bridge will be obvious.**
- **The beginning, middle and end of bridge as it goes to grade is undeveloped; ensure graceful transitions; consider bike access at south end of bridge to Montlake**

2) At grade Elements (station entrances)

- **Station and bridge provide great emblem for Sound Transit. Should be as compelling outside as it is inside.**
- **Unify the informal, random assortment of elements that exist at grade.**
- **Landscape intention to provide visual separation from Montlake should be reconsidered; trees hide station.**
- **Station house needs greater visual presence; needs to be clearly identifiable from Montlake**
- **Make less casual and more legible the landscape and architectural treatments.**
- **Support clearer tower element at Triangle**
- **Create a receiving place for bridge at Rainier Vista**
- **Further develop bike element**
- **Support development of kiss and ride area at this station, which may be a terminus station for several years.**
- **Urge Metro and UW to work with Sound Transit to make this station a good exchange point; need greater consideration of TOD opportunities; at the least, create amenities such as coffee carts, etc.**

3) Below grade elements (station)

- **Appreciates feature wall which connects series of disparate spaces.**
- **Support development of restrooms at this terminus station.**
- **Concur with Sound Transit that artist's work should be in station below grade.**

Note on Recusals and Disclosures: Design Commissioner Watson recused herself: she works at LMN, Architect for the project. Design Commissioner Hoffman disclosed his firm's ongoing involvement in TOD work for Sound Transit and Design Commissioner Kiest disclosed her firm's ongoing involvement in other aspects of Sound Transit Link Light Rail. Design Commissioners Ryan and Johnston noted they were employed by University of Washington. Planning Commissioner Clements disclosed his firm's previous involvement in ST Link Light Rail projects.

Proponent's Presentation

Project Background

University Link is a 3.15 mile extension project, adding two stations to the Sound Transit Link light rail line, adding 70,000 daily riders to the system. It is expected that the UW station will have the second highest ridership, attracting 27,000 patrons. The environmental process is complete, and University Link will open in 2016.

Some features of the UW station:

- circulation to station is symmetrical
- connects to Triangle Plaza, then to Rainier Vista
- station planning and design is coordinated with UW intercollegiate athletic facility plan, SR520 Pacific Interchange, Rainier Vista plan, and other campus planning initiatives
- analyzed circulation around campus on regular days and game days
- landscaping will link to campus and prevent jaywalking
- framing of space – buildings and landscapes, plus Rainier Vista, Montlake Blvd.
- station entry zone designed in detail
- 3 escalator moves to get from grade to platform
- One wall will go through the center of the sequence
 - o Feature wall might be developed with artist, made of special material
 - o Visible and legible from every part of the sequences
- Lots of bus functions on the triangle
 - o Designed for 600 people in peak hour
- V shape on underside of elevated walkway
- Bridge needs to be subservient in relation to vista of Mt. Rainier
- Art plan is the same as for the Capitol Hill station. They will invest their budget below grade in the station in the central arcade.

UW architectural and landscape commissions are also reviewing the station, and it needs to be approved by the UW Board of Regents.

SDOT wants to see the pedestrian bridge vs. tunnel options explored. They are concerned about jaywalking across Montlake.

- The design team also explored a tunnel option. Sound Transit worked with city to amend ordinance clarifying the permitting process for bridge because it is part of a transit system, but they need to provide same level of design for tunnel to explore that option as well. There are precedents for both tunnel and bridges nearby. In the end, the design team chose bridge and UW agrees.

Pedestrian Bridge vs. Tunnel comparison:

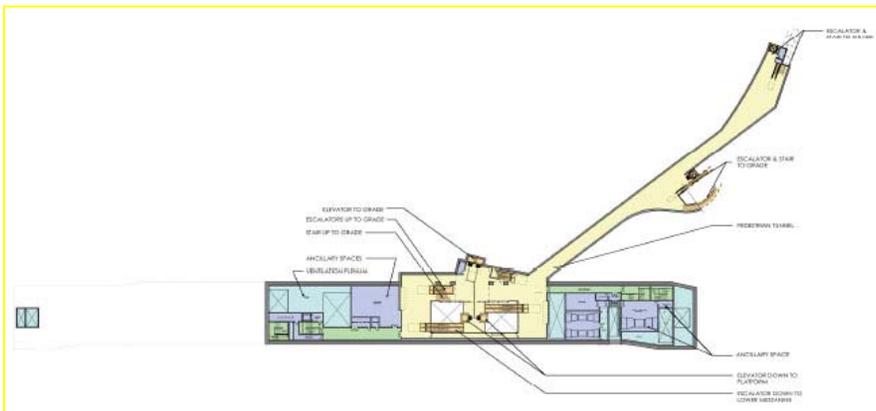
- Station box remains the same
- 500 foot tunnel into mezzanine space
- Tunnel construction impact; need to temporarily close Montlake Blvd. lanes in phases.
- From the north entrance, need to descend 30 feet to pedestrian tunnel; would require major excavation
- Tunnel devoted to station, while bridge is more of a universal connector
- One would see the bridge not in its entirety but as a series of vignettes, one crossing at a time
- Visual impact of bridge is low
- Allows for views that don't currently exist



U Link Pedestrian Bridge Plan



U Link Tunnel Option Grade Plan



U Link Tunnel Option Upper Mezzanine

Commissioner's Comments

- Three major items for the commission to think about today: 1) public realm, including the bridge vs. the tunnel (as SDOT wants the commission's opinion); 2) programming questions; 3) comments on design

Tunnel vs. Bridge

- What is cost of tunnel vs. bridge?
 - o Bridge is cheaper by several million
- When line is extended, how does it sequence?
 - o Build from north to connect to this station
- Likes bridge, it's not a new feature at the campus. Likes long arc, cost differential.
- Likes bridge for reasons already stated. Also it humanizes the intersection.
- **Commission unanimously prefers the bridge instead of the tunnel because it supports the pedestrian environment, stitches to campus, is in itself a compelling feature, lower cost, easier to construct and more sustainable.**

Design above grade

- Bridge is compelling in diagram but not integrated with features that connect it to grade and the station
- Seems rather undeveloped
- Cross section of bridge at triangle looks clunky

- Bring arc into it in elevation
 - o Looked at other possibilities, but want profile to be simple and sleek
 - o Bar grate railing to pronounce the sweep
 - o Need to work on lighting
 - o Don't want massive gesture
- Needs to be modeled in 3D, not convincing in drawing. Looks like a cheap bridge, insignificant. Details make the difference. At 30% design it's hard to see the details. Don't do off the shelf stuff.
- Is railing curved or in segments?
 - o Small segments
- Connections to ground need visual connectivity. Look like functional units that are not integrated.
- There is an informal arrangement of things. Need to unify the pieces.
- Need a more formal expression of people arriving by car to encourage use.
- Landscape seems informal, compared to formal landscape at the UW. Need to be composed together.
- Needs kiss and ride since this is not a street grid system. Need to challenge convention. Kiss and ride will happen anyhow.
- Bridge should easily accommodate bicycles.
- Bridge should go down to grade beyond the head house behind the station.
 - o UW athletics likes that idea but it requires more space.
 - o Official bike trail uses a different route.
- Like to see a foot wide bike ramp along stairs.
- Lighting should be integrated into the structure.
- Landing point needs to respond to where it lands. Need good transition.
- Bridge becomes emblem of station. Don't see design evolution of the sculptural piece.
- Could introduce other curved forms to better integrate station pieces.
- Station should be visible to promote transportation.
 - o UW doesn't want it to conflict with other UW features.
 - o Design statement needs to be simple, respect the area.

Design down to grade

- Maybe the development should be phased.
- This area can't be like it is today 50 years from now. It needs to be a fabulous transit exchange point. It's not there now.
- The design offers too low of an impact.
- Station plaza and bridge is really part of UW, not Sound Transit.
- This place is a mess – the triangle. The tower could be artful. Something's missing.

Design below grade

- Where does ticketing happen?
 - o At mezzanine level. After hours, station closed at surface, mezzanine not open, bridge is open.
- Restrooms?
 - A restroom for staff is provided. Public restrooms are not provided, in keeping with Sound Transit policy and King County Health Department's

preferences. Public restrooms in the station are not required by the City of Seattle.

- Bike parking inside?
 - o Some at station entrance, but it's outside and not shown in 30% design. Most bike parking though is on the north side of the Burke Gilman Trail. This covered bike parking is located adjacent to the end of the pedestrian bridge.
- Could interior volumes be more open?
 - o Challenge in a deep station is to control smoke in an emergency.
- Materials?
 - o Still deciding. Need to price. Maybe an artist is involved.
- Station cross-section has power.
- Why is bridge not connected to head house?
 - o Still in development. Integrate with escalator possibly.
 - o Bridge elevator stops at grade and goes to upper mezzanine in the station.
 - o Station entrance is pretty big, just not in comparison to Husky Stadium.
- Landscaping is sheltering this building, but the building should be revealed. It wants to be seen. It's hiding. It serves the stadium.
 - o Used landscape to break up space into parts. Reflects UW master plan to establish scale. It may inform the trees.
 - o Structures are far back from Montlake, which may be widened in the future.
- Worried that it will be too late at 60% design review to make changes.
 - o 60% in June 2008.
 - o Will go to back to UW in March
 - o Could give an update on meeting with UW, probably at beginning of February.