



APPROVED MINUTES OF THE MEETING

Greg Nickels
Mayor

Diane Sugimura
Director, DPD

Karen Kiest
Chair

Tasha Atchison

Brendan Connolly

John Hoffman

Mary Johnston

Juanita La Fond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

September 4, 2008

Convened 8:30 am
Adjourned 12:00 pm

Projects Reviewed

Fire Station 21 – Greenwood
University Link, UW Station and Pedestrian Bridge

Commissioners Present

Karen Kiest, Chair
Tasha Atchison
Brendan Connolly
John Hoffman
Mary Johnston
Juanita La Fond
Dennis Ryan
Norie Sato
Darrell Vange

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Shannon Glass



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Additional Light Rail Review Panel Members

Present for University Link, UW Station and Pedestrian Bridge
Richard Andrews, Seattle Arts Commission
Mahlon Clements, Planning Commission
Catherine Hillenbrand, Arts Commission
Kevin McDonald, Seattle Planning Commission

Celebrating 40 Years 1968-2008



4 September 2008	Project:	Fire Station 21 – Greenwood
	Phase:	Schematic Design
	Last Reviews:	April 2008
	Presenters:	Rich Hennings, Fleets and Facilities Department Jack Johnson, Landscape Architect, Outdoor Studio Perri Lynch, Artist, Velocity Made Good Kate Spitzer, Architect, Miller Hull Partnership Scott Wolf, Architect, Miller Hull Partnership
	Attendees:	Dove Alberg, Fleets and Facilities Department Jess Harris, DPD Jason Huff, Office of Arts and Cultural Affairs
Time: 1 hour		(SR 169/RS0609)

ACTION

The Commission would like to thank the design team for their clear presentation of Fire Station 21, and unanimously approves the schematic design direction, with the following comments:

- **The Commission supports and is encouraged by the overall design direction.**
- **We question the sequence of the MUP and Council approval process, and hope the team’s design efforts will not be undone because a fire station is a non-permitted use at the location and thus requires Council approval.**
- **We have mixed concerns about the canopy, and its relationship to street and the apparatus plane. There is potentially too much blurring between the civic and retail character.**
- **We encourage expression of a unique civic building.**
- **Pay attention to the idea of refuge and stopping, and where people are directed to take shelter.**
- **There is some lack of decisiveness between the idea of a wrapped box and the language of planes, but we’re confident the design team will find resolution.**
- **We like the glazing of the sides of the apparatus bay, but feel the north side could be more fully engaged like the south side.**
- **We appreciate the site plan, the art, and the architectural integration, and we encourage simplification of the elements**
- **We support a staff patio , but make sure it is accessible (ADA). Let it be bold and simple.**
- **Pay attention to the location and visibility issues of the street trees; maintain visibility from the apparatus bay, while keeping with the larger urban character.**
- **There are concerns about the lobby door oriented toward 73rd instead of Greenwood; generally speaking, civic buildings should have an entry on a main street.**
- **We support the direction of the art, and encourage integration of the art into the retaining walls.**

Project Presentation

Project Background

Fire Station 21 is located in the Greenwood neighborhood. The existing station was deemed obsolete and not capable of renovation. The City is looking at rebuilding on the same site it currently sits on. There will be an interim facility to maintain service during construction. The program is about 7,900 square feet.

The station is located west of Green Lake on Greenwood Avenue at North 73rd Street, which is an important urban corner. It is a pedestrian and retail dominated area, with a tree canopy, sidewalk, and pedestrian activity. The facility is in the heart of this urban streetscape, and the design responds to that character.

The preferred site diagram shows the apparatus bay on the property line at Greenwood Avenue, the station house at the center, and the support bar as a buffer along the alley. The apparatus bay directly engages the street, providing visibility outward for safety, and inward for the community. It connects the station house through the public entry at the corner of Greenwood Avenue and North 73rd Street, where the pedestrian realm changes character to the east. There is a prominent view, looking east towards the mountains and Green Lake, especially from the second floor. The parking level is proposed at grade on the east, to avoid bringing in fill. The design is predicated upon a new traffic signal at the alley.

Schematic Design

There are three main focus areas:

- Function and operations of station
- How the building integrates with the community and the site
- Budget

There are two primary moves from pre-design:

- Moving some of the support bar functions, previously along the alley, into the apparatus bay, where the mass casualty injury (MCI) van is located. This station has one engine operating there, as well as the MCI van.
- Moving from a hose tower to a hose dryer system



These changes reduced area in an effort to control project cost. A mechanical mezzanine is planned above the new support bar functions in the apparatus bay, to provide space for equipment. The open floor plan on the second floor of the station house minimizes circulation. A small deck provides outdoor space near the beanery and takes advantage of the view of the Cascades. A portion of the PreDesign Garden at the southeast corner of the site is developed in schematic design as a private courtyard for the firefighters.

Community centers and libraries, as civic institutions, are like magnets that draw people to them. Fire Stations are more like a light, with an equal civic importance, but there is limited or controlled interaction with the public. This

fire station is more “open” and community focused, so there is more possibility for inviting that interaction. The public lobby addresses the civic corner at Greenwood Avenue and North 73rd Street.

The primary pedestrian circulation is north-south along Greenwood Avenue, and there is an existing six feet wide sidewalk. The comments from the last presentation included investigating the possibility of widening that sidewalk, to increase the public presence of the facility and the ability for people to interact there. However, the limited east-west site dimension necessitated pushing the apparatus bay west to allow room for required parking and service in the back.

The team is trying to conceptually push that line back to the face of the station house. Rather than treating the apparatus bay as a volume that imposes upon the street, they are heightening the planar front edge of the apparatus bay. It allows for the creation of a zone that goes through the plane, and begins to engage the front eight feet of the apparatus bay. There is visibility inward and outward for safety and community connection.

Design Development

The designers started by looking at how to devolumize the apparatus bay on Greenwood, while enhancing inclusiveness and maintaining visibility. Took a visual cue from the form of an apple with a bite taken out. Taking “bites” out of the volume becomes a way to articulate the façade; taking key bites out to engage the civic corner and provide views to the mountains. Consideration was also given to accentuating the plane on Greenwood, to connect the retail character. The volume is almost like the face of a cash register drawer, which pulls out to engage the street.



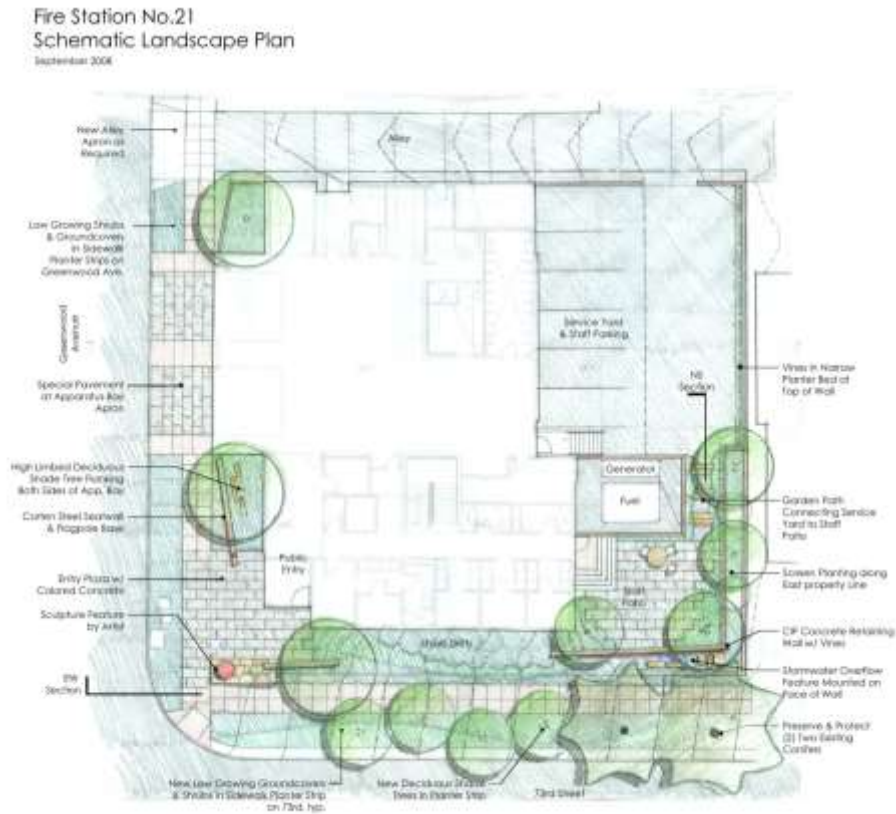
Landscape

Some things still stand from the pre-design effort. Approaching the design based on the urban front along Greenwood and the residential character along 73rd. On Greenwood, the designers are keeping it simple and accentuating the public entry space and apparatus bay. Special pavement in the plazas may be used to create a threshold. Planters and street trees along Greenwood are constrained due to utility lines and overhead wires, as well as sight line and clearance issues. Planters are placed along the building, flanking apparatus bay, planted with low-growing shrubs, groundcover and high limbed specimen trees. The intent is to continue the street tree character running north and south along Greenwood.

At the public entry, gestures are being considered that would bring people into that space, such as a seat wall, which might double as a flag pole base or signage. The southwest corner is anchored with a sculptural element. The building is “book ended” by concrete terrace walls along 73rd Avenue, which are planar in nature. They will be simple, architectural concrete with a horizontal aspect to bring down the scale. The wall at the southeast corner provides an opportunity to integrate art elements or storm water outflow. The south side is planted with casual drifts of plants. The sidewalk remains, with low shrubs, groundcovers and street trees in the nine foot planter strip. The two large conifers at southeast corner of site will be preserved.

The staff patio is two feet below the building’s finished elevation. It is bounded by a wall on the south side and east side. The storm water feature will use rainwater from part of the station house roof. The intention is to make it a simple gesture, such as a vernal or seasonal feature. The limited space precludes a full-fledged rain garden, but sound and water would be attractive. At the north side of the staff patio, a low retaining wall encloses the

emergency generator, and fuel tank. A garden path connects the service yard and staff parking to staff patio. The patio is also shaded and screened by midsized deciduous trees.



Art

The focus for the project is to reach into the process of the station, and what it means for firefighters to do their job. The ax and the halligan are the primary tools firefighters use when entering burning buildings and emergency situations. They are two of the primary tools the firefighter uses in an emergency situation. The artwork development began with the idea of how these tools represent the steadfast readiness of the firefighters. The art will include a structure about twelve feet tall, made of steel and stacked stone in the middle. It is intended to create a linkage between the southwest and southeast corners of the site. A string of feature stones will travel through the site, working with landscape, representing the dilation of time during emergencies, and the transition from random chaos to the ordered response when firefighters arrive on the scene. The art for the southeast corner is still in conceptual development, but it is envisioned as a screen, to “bookend” the art experience on the site. The art is intended to amplify the presence of water on site, and show the relationship between the different areas of the landscape.

LEED Status

The project currently has 35 total credits, which meets the City’s goals for LEED silver. It’s met largely through:

- Water efficiency credits, which include the rainwater cistern used for landscape irrigation and flushing toilets. There will be 30% overall water reduction, and a water efficient landscape reduction of 50%.
- Optimizing the energy performance of the building, by maximizing daylighting, natural ventilation, and high efficiency mechanical systems.

The City’s goal is for the building to perform 50% better than the current energy code. The designers are very confident the project will receive four optimized energy performance credits, and hope to gain two more.

Cost Estimate and Schedule Update

A cost estimate was completed at the end of pre-design. The 60% milestone set has been submitted to cost estimators, and there will be a progress estimate in the next two weeks. Schematic design will be finished at the end of September; then it will be submitted for MUP review, which will take approximately six months. After the MUP review, the City will make a recommendation to City Council. At that point, a City Council Type 5 review is required because the fire station is not a permitted use in a pedestrian zone. A bid is targeted for May, followed by construction starting in September.

Public Comments

Jess Harris, DPD

The project will need to go to City Council for a waiver, because it's not a permitted use in a pedestrian zone.

Commissioner Comments/Questions

The model is very good at illustrating the intent. What materials?

It is a similar palette to Fire Station 39, with durable and affordable materials that convey civic character. Pre-finished metal siding along the volume, a specialized articulation along the plane, and perhaps a milestone finish over a substrate, typical aluminum window systems, concrete at the base and retaining walls, and a painted support bar are being considered.

The canopy over the bay is on the property line; so that canopy...?

Our initial review of the code shows that we're permitted to have a canopy over the sidewalk, which we feel is an important way to bring down the scale, and be consistent with the retail stores along Greenwood.

What is the budget for art component of the project?

For fabrication, it'll be about \$72,000.

I'm not following the MUP process; it hasn't gone to City Council yet.

The chances are good the decision will be favorable because it's an existing station on an existing site. Fleets have indicated they'd like us to continue, and be ready for the bid when the decision is received.

This is not brand new to the Council.

The challenge is a complex code. It is possible to go to Council before the design is complete. In recent years, we've gone through the normal MUP process

I wonder about the balance between blending into pedestrian/retail environment, versus the building as a nonconforming, civic element in that environment. I wonder if the canopy is necessary. Also, there's some indecision about whether the concept is based on the idea of planes, or bites out of an apple.

Those are things we're working through; as mentioned, we're at 60% schematics. The canopy feels tacked on, and there hasn't been a chance to develop it. We're also still working through the ideas of planes and volumes.

Could a similar refuge be provided on the north side of the apparatus bay, for pedestrians who are stopped and waiting for maneuvers in and out? I do support providing sight lines, and visual and audible cues.

The site plan is a wonderful interaction between the artist, landscape architect, and architect; I would support some simplification of the elements. Is the patio ADA accessible?

No, there are stairs.

You might want to take that into consideration, and study the code requirements and accessibility. You also might consider combining some of the walls, as a strong, bold concept.

The placement of art elements are fantastic; be careful of the art on the southwest corner competing with the architecture.

There could be street trees on Greenwood; but I do support firefighters need for visibility.

There must be a nine foot clearance, dictated by the rig operators.

Why is the public lobby door hidden around the corner? It seems that the public entry is on Greenwood.

The stepped wall might add to the water feature idea, making it more interesting and doable.

We feel the stepped wall mitigates its height, making it more pedestrian in scale.

Is there storm water treatment on site?

It'll be detained on site, in a vault under the parking lot. I don't think treatment is required, since it is combined storm and sanitary.

The placement of art is good and well considered. Placing the elements in the wall is good for meeting budget challenges. I'm encouraged by engaging art within wall, and allowing it to be a pedestrian interest.

The canopy is valuable, but also indicates a refuge spot. I'm not sure that refuge is the best message by apparatus bay doors. Perhaps there are other places to provide refuge.

What is the enrollment goal with expansion?

220-225 students. We recognize that we have a parking deficit, but our students don't drive.

Drop off and pick up has been a big discussion over the years. A traffic engineer has reported that taking the drop off and pick up off of Denny will result in more neighborhood traffic congestion; whereas keeping it on Denny will keep the traffic moving.

We discussed three or four alternatives for a drop off site with the neighbors and traffic engineer. It became clear that the best solution was to keep the drop off on the arterial.

When students are dropped off on Denny, how do they enter the new building?

They enter through a playground area.

But there's no entry through the new building on Denny?

No. We're working hard to maintain the pedestrian character of the campus. There is a formal entrance for visitors, but students will filter in. There will still be classes in other buildings on campus.

But there's not a street entry?

No, the church doesn't want it to look like a huge public school. The goal is to maintain the character and the culture of the current buildings.

We did look at using the alley for drop off and pick up. We determined that it worsened the traffic on the surrounding neighborhood streets, and it created an unsafe crossing situation for students.

There's not a fence now. How is security dealt with?

Lots of eyes. Every faculty member keeps watch. We know who's supposed to be on campus, and who's not. We prefer to keep an open campus, without fencing, to allow the shared neighborhood asset of the playground.

Are you preserving any trees, or removing existing trees?

There are shrubs that have grown in closely to existing houses. The only major trees

There are a couple trees that the city and school arborists determined are not significant, including a madrone that was suggested for removal. There are also smaller trees which will be taken out.

Is there any effort to salvage materials from the houses?

The sellers have the right of first refusal, and we're working with house moving company. They've been listed for several months, offered for free. One neighbor is interested in moving one of the houses across the street.

I have a question about special events; at elementary schools there are often presentations, etc.

We have a couple of major events each year. Teachers will not be there in the evening, so the expectation is to use underground parking garage for those events.

How many parking stalls are there?

Thirty-one.

What is the total number of faculty and staff?

Total faculty and staff is about thirty-five, which includes non-teaching and part-time staff. They're not all on site at same time.

4 September 2008**Light Rail Review Panel Review**

Project: University Link, UW Station and Pedestrian Bridge
Phase: 60 Percent
Last Reviews: August 16, 2007, September 20, 2007, December 6, 2007
Presenters: Leo Berk, Artist
 Ron Endlich, Sound Transit
 Howard Fitzpatrick, Architect, LMN Architects
 Barb Luecke, Arts Coordinator, Sound Transit
 Barbara Swift, Landscape Architect, Swift Company

Attendees:

Debora Ashland, Sound Transit	Gary Baldasari, Sound Transit
Greg Ball, Northlink Transit Partners	Bob Corwin, Resident
Ray Gastil, DPD	John Harrison, Sound Transit
Patricia Hopper, OACA	Martha Lester, Council Central Staff
Ethan Melone, SDOT	Joe Mathieu, SDOT
John Patterson, LMN Architects	Tracy Reed, Sound Transit
Lisa Rutzick, DPD	Dick Sandaas, University of Washington
Lee Roberts, Planning Commission Intern	Tyler Schafer, LMN Architects
Todd Schwisow, LMN	Kent Williams, KWED

Time: 2.5 hours

(SDC Ref. 121/RS0613)

ACTION

The Light Rail Review Panel thanks Sound Transit for the presentation of the 60% plans for the University Link Light Rail Station, and with a vote of eleven to two recommends approval with the following recommendations and comments:

- We recognize the difficulty of designing a facility surrounded and impacted by significant neighbors, and appreciate the fact that the design accommodates potential changes to SR 520 and hopefully can accept the University of Washington's potential plans for Rainier Vista.
- We understand SDOT is still reviewing the utility of the pedestrian bridge, and we hope they can make a recommendation as soon as possible.
- There are continued concerns about the south end pedestrian crossing functionality, but we leave it to SDOT to determine the appropriate standards for the design there.
- We encourage design elements to give pedestrians priority and visual cues.
- Functionality of pedestrian movements through the head house facility have been improved and refined.
- The crystalline shape and character of the head house appropriately reflects the underground structures; Sound Transit is requested to further refinements of lighting and materials in future plans.
- There is incongruence between the shape of the curved bridge and grand stair and the head house; we encourage an examination of that approach.
- The platform and upper mezzanine need richness of material and visual interest; not all the design effort should go into the chamber element.
- It is important to treat the void space of the station box.
- The proposed art concept is fabulous, both intellectually and visually; extend the chamber experience or visual art cues throughout the station.

- **There is concern about the appropriate lighting levels in the station and chamber.**
- **There is strong support for the concept of the chamber.**
- **The panel strongly supports diagram and function of the pedestrian bridge. We appreciate the clarity and simplicity of the curve, and hope the design details add refinement.**
- **Sound Transit is encouraged to refine the landscape.**
- **Sound Transit is encouraged to work with the City and the University to consolidate vehicular access.**
- **Sound Transit is encouraged to refine the extrusion of the head house, with continuity of form, material and design. The treatment of the top of the chamber needs further exploration and refinement.**
- **We encourage detailed refinement of the landscape.**
- **We encourage the project team to work with the City and the University to consolidate vehicular access.**
- **We encourage a refined extrusion of the head house, with continuity of form, material and design. The treatment of the top of the chamber needs further exploration and refinement.**

Note: Dissenting votes because the surface part of the project requires more attention that may not be possible once the project reaches 90% design.

Project Presentation

Project Background and Context

The project is a three-mile extension from the Westlake Station, under Capitol Hill, to the University of Washington. The ridership forecast for the UW station is 25,000 daily boardings. The station arrives under the ship canal, and the station platform is on the north end of the excavated box. It includes a bridge connection to the central campus. The biggest design challenge is to fit this project into the context of neighboring projects that are in various stages of planning and development, such as the intercollegiate athletics master plan and the Rainier Vista planning study. There is also a building proposed for this area, and a road realignment through the University of Washington Master Plan. There is also the SR 520 project, which includes the widening of Montlake Boulevard in some alternatives, which has been accommodated in this design proposal.

Public Process Review Update

An Open House for 30% design review was held in December 2007. The first design charrette with the Rainier Vista planning team was held later that month. The Seattle Pedestrian and Bicycle advisory committees were visited this past spring. Several University of Washington review committees have also been briefed, including the Accessibility Review Committee, Design Review Board, Faculty Council on University Facilities and Athletics. The University of Washington Architectural Commission approved the design development in June 2008, and the recommendation was brought to University Board of Regents in July. The City-University Citizens Advisory Committee was also briefed on September 9th.

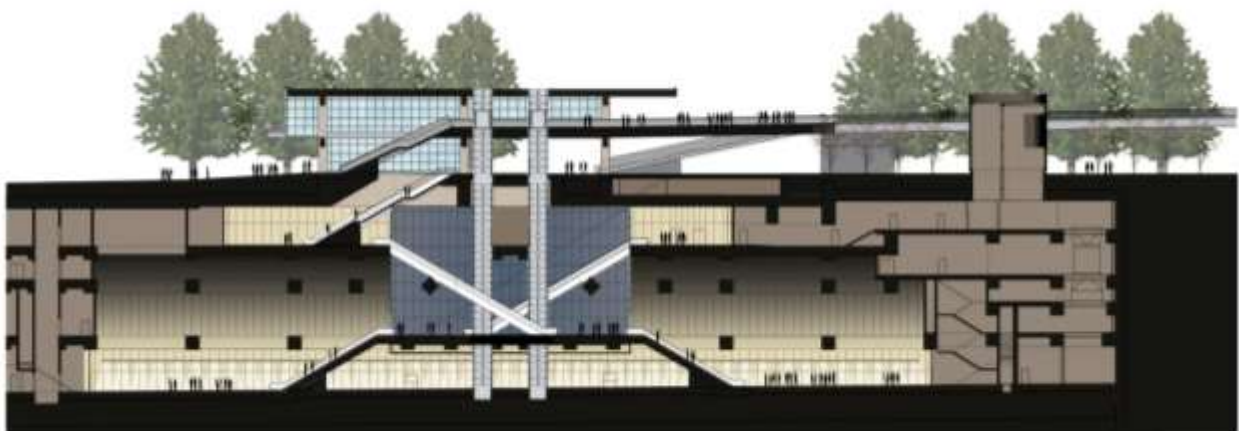
The project is currently reviewing the 60% design package. A public open house will be held on October 1st on the University of Washington campus. The first construction contract for the University of Washington Station was recently awarded with work expected to commence in December 2008.

Project Context and Design

The head house and pedestrian bridge are set within the context of the University of Washington Medical Center and Husky Stadium. The University of Washington station is approximately 110 feet below grade, coming underneath the Lake Washington Montlake Cut. This depth differentiates this station from others in the system. The intent is to incorporate the station box volume as part of the architectural theme. The architectural expression is simple and understated, allowing the aesthetic of the underground space to read through.

- There is not a hard ceiling; instead, there is an open, virtual ceiling of light, which is about 12 feet above platform level. A grid work holds lighting, signage, speakers and cameras.

- Arriving by train from the south, the first experience the visitor will have is the station platform. There are escalators at either end of the platform, and elevators at its central point. A dramatic feature of the void space is the ability to see upward from the escalators, into the chamber.
- The lower mezzanine, or chamber, is located above the platform. The chamber is the primary circulation route for the escalators to the upper mezzanine; the art work is incorporated into the enclosure of this volume.
- The upper mezzanine is the standard concourse, with ticket machines, information, etc. From the upper mezzanine, toward grade, the path of travel becomes less symmetrical.
- The elevators stop at the platform level, but not at the lower mezzanine level. There's a service stop at the upper mezzanine level. There are stops at grade and the pedestrian bridge.
- At grade, there is a stair/escalator combination exiting either north- or south-bound. There is also a grand stair from grade to the pedestrian bridge, north of the head house.
- Bicycle parking is weather-protected by the bridge; Overhead lighting of the area is placed on the underside of bridge structure.



Circulation Scenarios

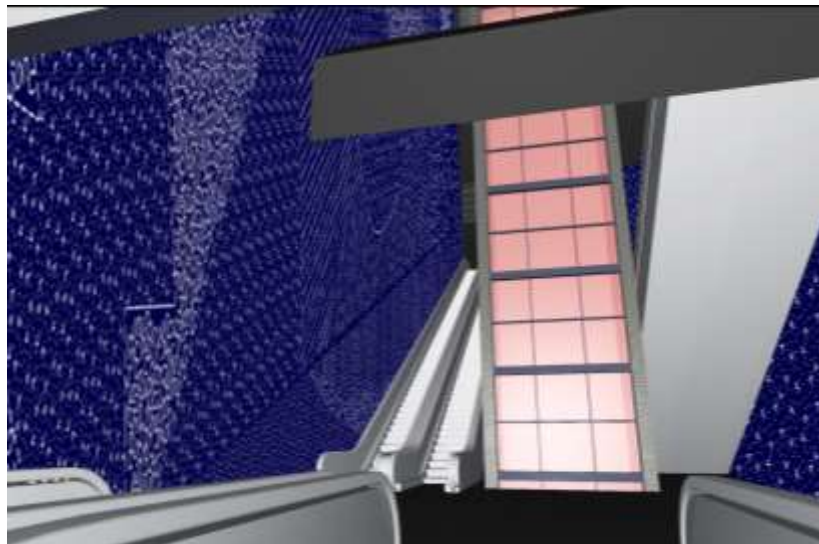
Circulation diagrams illustrate three main pedestrian flows:

- To and from campus, via the grand stair pedestrian bridge
- To and from Medical Center, Health Sciences Center, and parking, with a pedestrian crossing at the corner
- Post football game crowd from stadium, which is least common, but most critical; there is a queuing area for access to the station after games

Art

The central chamber is an opportune location for the artwork, because passengers coming down the escalator are a captive audience. It is a transitional space, leading to the unusual experience at platform level, 110 feet below grade. The art intends to remind and accentuate where passengers are going. It is inspired by the research on the University of Washington campus, and the depth of the platform level. It also considers underground utilities, tunnels, and soil profiles.

The intention is to create dramatic environment that heightens sensibilities while traveling through the chamber. A constellation of pattern and dappled light surrounds travelers and orients them within the surroundings, like a planetarium. Hatch patterns are used to diagram or describe the surface space. Perforated metal panels are backlit, using a diffusing panel to transmit light evenly and efficiently.



Site Structures

The head house is a simple, understated, and sleek structure. Three simple concrete frames support longitudinal steel beams, all of which is enclosed by a curtain wall system. Cantilevered portions extend north and south for rain cover, and pick up on the graceful arc of the pedestrian bridge.

The grand stair is one of the key design elements, hinging from the sweep of the pedestrian bridge. It features an aluminum railing system and simple columnar light fixtures, to reinforcing understated and subdued quality of the architecture. There is a ten foot wide tread, with one foot wide steel bicycle channels on the sides, stainless steel handrails, and aluminum guardrails.

There is an emergency stair at the south, allowing two means of egress from station. It is a simple, striated concrete box, with aluminum bar grating.

There are two emergency ventilation vents. They are elliptical concrete tubes, with aluminum bar grating. At 36 feet high and 35 feet long, they are substantial structures, so ways to soften and mitigate their presence are being explored.

The pedestrian bridge is 16 feet wide, with a steel box girder, a cast in place concrete deck, and aluminum railings, and lighting fixtures 32 feet on center. There is a simple landing at Rainier Vista, and a ten feet clearance over the Burke Gilman trail.



The Triangle Plaza is located between the head house and Rainier Vista. There is an elevator and stair combination to travel between the bridge and triangle, where there is a bus stop. It is a simple structure, like head house, with a similar design language.

Landscape

The landscape proposal is working to knit back to the fabric and context of the campus and Montlake Boulevard. If the University is able to fund the work for the Rainier Vista, there will be potential opportunity to modify the bridge alignment allowing direct pedestrian access to the triangle.



The centerpiece of the Rainier Vista is the architecturally featured circle, landscaped areas and the below grade parking structure. Currently, the pedestrian triangle is not an activated area other than as a bus connection area. The proposal introduces groupings of trees at the triangle pedestrian plaza. The plaza is also where the public can access the elevator or stair to the pedestrian bridge.

The pedestrian bridge landing terminates slightly to the east of Rainier Vista. This location allows for the possibility of future redevelopment of the Rainier Vista corridor.

The design team is working with an arborist in order to maintain the landscape frame of Rainier Vista. The context allows for a sense of a boulevard with adjacent layering of trees. This landscaping vocabulary is also used at the pedestrian plaza adjacent to the head house with tree plantings fronting Montlake Boulevard. Other pedestrian amenities include leaning rails, areas for gathering and bicycle parking. The proposal introduces trees which are sufficiently limbed up to provide a pleasant and secure tree canopy along with low-growing plants. There is mix of texture, species, and seasonal color. A combination of swales and small landforms are also integrated into this edge. In addition a storm water management strategy involving swales and rain gardens are also being developed. The head house area functions as a broad circulation spine and orients the public arriving or leaving the station. The pedestrian routes are laid out on a north-south axis as well as on a diagonal. These routes will be delineated in the paving pattern to assist the public with defined crossing locations and routes.

The sidewalk zone parallel to Montlake Boulevard has been held back for potential widening of this street. There are also low seating walls adjacent to the stadium area are bicycle parking directly under the pedestrian bridge. Another element under consideration is the redevelopment of the south parking lot which also serves as the terminus of Rainier Vista. Planted areas are proposed using appropriately scaled trees to minimized views of the parking lot from Rainier Vista.

Public and Department Comments

Ethan Melone, SDOT

The pedestrian sky bridge requires approval by the City Council pursuant to a recommendation from the Director of Transportation; an application has been submitted to the City. The Seattle Department of Transportation (SDOT) appreciates that Sound Transit has carefully addressed many issues around the pedestrian bridge and pedestrian circulation. SDOT appreciates the treatment of the ground plane and how the pedestrian bridge landing functions. The arc of the bridge has the potential to soften the visual impact and integrate it into the area. SDOT has functional concerns and we are not convinced that the sky bridge is the best solution. We believe there may be alternatives which would not use a bridge but could accommodate pedestrian circulation requirements at grade. SDOT would like to have Sound Transit examine pedestrian volumes in more detail preferably in October when school is in session

LRRP Member Comments

How will this project work with the University's concept plan for Rainier Vista?

We have established a concept with the University of how the plan could change to connect with the triangle. The University has to give notice of a design change prior to fall 2009. There are additional design costs for modifications.

Are we not seeing that modified plan today because it would be precipitated by funding in fall 2009? Or should we be reviewing it as a proposed alternative to that situation?

Rainier Vista Plan has not been funded for preliminary design. The University of Washington had a conceptual planning effort, but there are no funds available to support additional design work.

Is there a plan of proposed surface improvements for pedestrian crossings at the triangle, with or without SR 520?

We have allowed space for SR 520 improvements, such as setbacks and widening. The design is based on existing conditions.

What are the expected noise levels in the chamber when a train arrives or departs?

We are working with an acoustical consultant, and there are a few unsettled variables. There may be possibilities for acoustical treatments.

If a passenger is standing on the platform waiting for a train would the chamber be visible?

It is possible to see upward from the platform, into the chamber.

What is the proposed material planned for the walls opposite the platform?

Perforated metal panels to a height of approximately 8 feet, with acoustical treatment. Above 8 feet non-perforated metal panels would be used.

What does one see when looking up toward the ceiling?

The proposal currently has a lighting grid above the platform to illuminate the platform level. There will be some light flooding out of the chamber providing a twilight effect. Some of the station's structural components will be visible, but not intentionally illuminated.

What is the floor material in the chamber?

A non-slip gray and buff tile.

What pavement material is used within the station?

A non-slip gray and buff tile.

What do the elevators look like?

They have glass doors that will allow passengers to see out and be seen.

Where do passengers get tickets?

There are ticket machines at the head house, bridge level, grade level, and upper mezzanine.

The chamber ceiling doesn't meet the lower mezzanine level; is that a functional need?

The proposed design is to have the chamber form to read as a sculptural object in the space, and to complete itself before it hits the ceiling.

Some concerns about balancing contemplative experience of dappled lighting, with safety lighting.

There is a challenge to keep panel system backlit, while maintaining required light levels.

It seems doable to create lighting for safety, and accommodate the art.

How are the platform and upper mezzanine levels illuminated?

There are opportunities for color in tile walls, a transverse lighting, and an expanded metal ceiling grid to restate the theme of transparency

What are the improvements for pedestrian safety at the crossing?

There are options for movement. The University of Washington is considering an interim plan for the Rainier Vista Triangle. If the University of Washington receives funding to move forward with the long range plan, there is a proposal for potentially another crossing which will bring pedestrian movement onto the triangle.

Are other surface treatments being considered to enhance safety?

The proposed design incorporates elements of lighting and pavement treatment to encourage separation of bicycles and pedestrians.

The plazas at the triangle and Rainier Vista areas are significant landings. There will be pedestrian activity there, so there is an issue of their safety.

Cast -in-place concrete paving is proposed. The plaza area is at or less than a 2% slope, which will feel relatively level. There will be permeable paving in relationship to trees to facilitate storm water infiltration.

The plaza is sized to respond to bus pick up area, without objects obstructing flow.

There are problems with pedestrian movement on game days.

The proposed design reestablishes brick paving squares at the main gates, and cars will pass through those defined pedestrian treatment on the ground. Curb edges have been minimized to accommodate pedestrian movement and reduce potential tripping hazards..

Is there a direct pedestrian connection from the station to the Pacific Street interchange?

Yes. It's about 60 feet wide, with a combination of permeable pavement and cast in place concrete.

Is the head house glass clear, reflective, or colored?

It is clear glass. We're working with the standard glazing system approved by Sound Transit.

What will the head house look like at night?

It is illuminated from the ceiling, and will glow from within; although it is not designed to throw light outdoors.

Potentially extraordinary moment inside architecture. Can potentially be the gem of all the stations. Ambivalent about shaping of chamber, but Leo's work is powerful.

The pedestrian bridge has incredible potential for pedestrian use from the nearby community; will have huge user population from communities south of the Montlake Bridge.

There is concern that getting people to choose to use a sky bridge is very difficult, even when it could seem a rational choice; it would require an extraordinary and compelling design. The concept presented is utilitarian in both structural concept and expression.