



APPROVED MEETING MINUTES

January 7, 2016

U District Station

Edward B. Murray

Mayor

Diane Sugimura

Interim Director, OPCD

Shannon Loew

Design Commission, Chair

Ellen Sollod

Design Commission, Vice Chair

Brodie Bain

Design Commission

Lee Copeland

Design Commission

Thaddeus Egging

Design Commission

Jerry Garcia

Arts Commission

Rachel Gleeson

Design Commission

Theo Lim

Design Commission

Jake McKinstry

Planning Commission

Marj Press

Planning Commission

Martin Regge

Design Commission

John Savo

Design Commission

Ross Tilghman

Design Commission

Spencer Williams

Planning Commission

Michael Jenkins

Director

Valerie Kinast

Coordinator

Aaron Hursey

Planner

Joan Nieman

Administrative Staff

Panel Members Present

Shannon Loew, Chair
Ellen Sollod, Vice Chair
Brodie Bain
Lee Copeland
Theo Lim
Marj Press
John Savo
Ross Tilghman
Spencer Williams

Panel Members Excused

Thaddeus Egging
Jerry Garcia
Rachel Gleeson
Jake McKinstry
Martin Regge

Project Description

Sound Transit (ST) proposes to build an underground light rail station with entrances on Brooklyn Ave NE at NE 43rd St and just south of the Neptune Theater on NE 45th St in the University District neighborhood. Formerly known as Brooklyn Station, the UDistrict Station (UDS) will include two at-grade station entrances. The station will be constructed to support future transit-oriented development (TOD) above and between the station entries. By 2030, the station will serve approximately 12,000 riders daily who will be able to travel to Northgate in five minutes and to downtown Seattle in eight minutes (*see figure 1*).

Meeting Summary

This is the fourth review of the UDS by the Light Rail Review Panel (LRRP). At this meeting, the LRRP reviewed the design development phase of the project design. The LRRP approved, 9-0, the design development of the U-District Station with several conditions and recommendations.

Recusals and Disclosures

Thaddeus Egging recused himself because his firm, KPFF, is working with Sound Transit on the U District Light Rail Station.

Jake McKinstry recused himself because his company, Spectrum Development, is working with Sound Transit on the U District Light Rail Station.

January 7, 2016

2:30 – 5:00 pm

Phase

Design Development

Previous Reviews

[7/2/15](#), [5/17/12](#), [6/2/11](#)

Project Team Present

Debora Ashland

Sound Transit

Kate Lichtenstein

Sound Transit

Howard Fitzpatrick

LMN Architects

Barbara Swift

Swift Company

Kurt Kiefer

Sound Transit

Attendees

Lyle Bicknell

OPCD

Ron Endlich

Sound Transit

Mike Koski-Harja

Swift Company

Dave LaClergue

Sound Transit

Barbara Lueke

Sound Transit

John Petterson

LMN Architects

Michele Richmond

Swift Company

Tyler Schaffer

LMN Architects

January 7, 2016

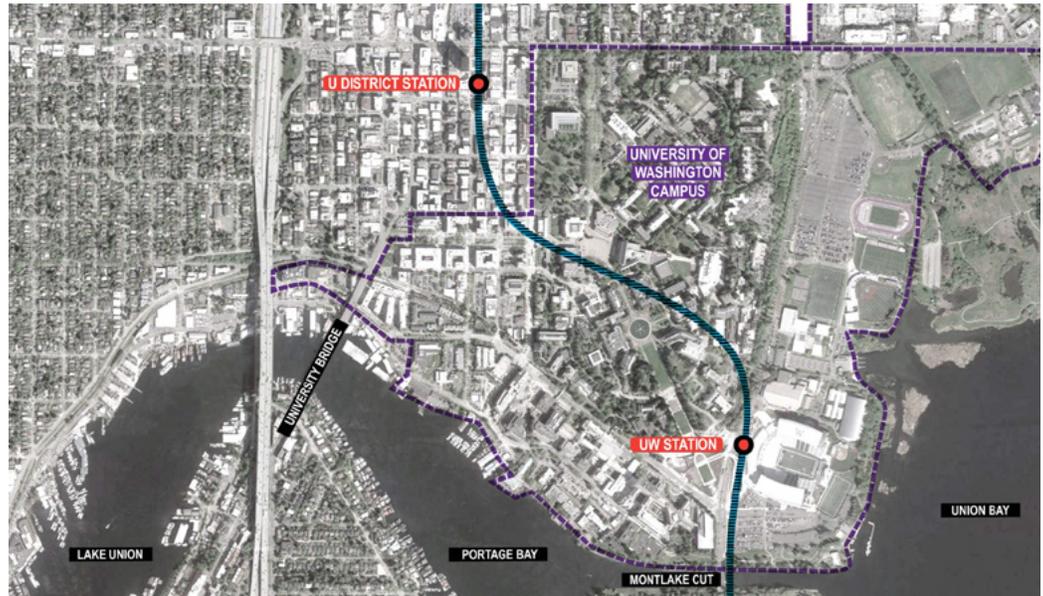


Figure 1: University link extension map

Summary of Presentation

The UDS was presented by Debora Ashland of ST, Howard Fitzpatrick of LMN Architects, and Barbara Swift of Swift Company, Landscape Architects. Ms. Ashland provided a brief project update. The station box is excavated, while tunneling is occurring to connect the UDS with the UW Station on Montlake Ave. Station construction will begin in mid-2017. As part of ST’s commitment to sustainability, the station will feature LED lighting, native and adaptive plants. The project has already recycled and salvaged materials from the previous buildings that were demolished and on current construction contracts.

In an agreement between ST and the University of Washington, the station is designed to accommodate TOD above. The initial agreement assumed the future TOD would include an 85 foot, light frame residential building. In response to changing City policies, the agreement now includes plans to accommodate a TOD up to 240 feet in height. It will be up to the UW if they will seek zoning changes from the City to build that height.

The two station entrances are located between 43rd and 45th Street along Brooklyn Ave (see figures 2 & 3). Brooklyn Ave. and 43rd Street are designated green streets, while Brooklyn Ave. is also designed as a festival street. The south station entrance will be accessible from both Brooklyn Ave. and 43rd Street. The streetscape along 43rd Street includes intermittent planting strips, medium sized street trees,

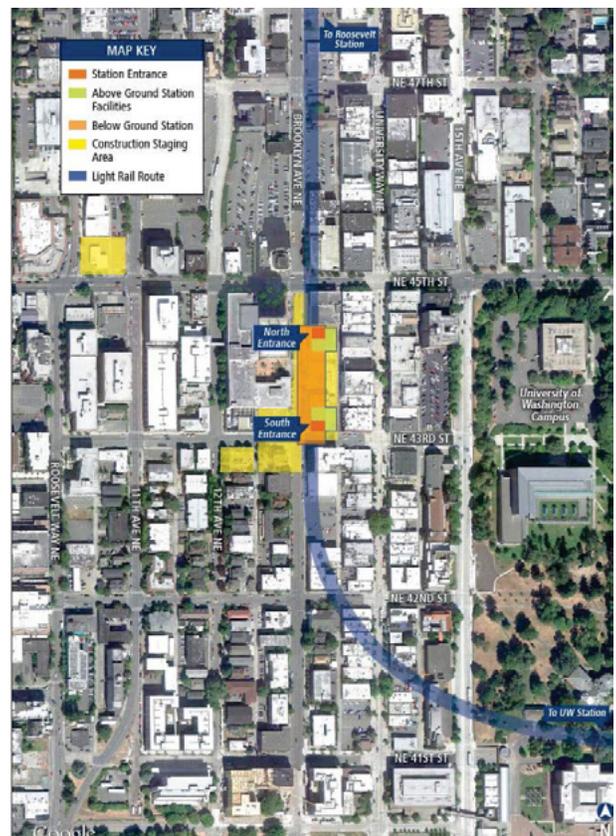


Figure 2: Site context



Figure 3: Proposed site plan

and providing accommodations to allow for a potential future bus stop near the station entrance on 43rd. The streetscape along Brooklyn Ave. includes wide sidewalks, drop off zones, separate northbound bicycle lane, gathering and seating areas along the eastern sidewalk, and a mix of large street trees and smaller, columnar trees. Pavement material used on both 43rd and Brooklyn Ave. will extend into the station entrance for continuity.

The south entrance, which is projected to have heavier use than the north entrance, will have a two-foot elevation change from Brooklyn Ave. to the station entrance. The south entrance lobby is flush and fully ADA accessible from 43rd St. and includes a future vestibule to allow for connectivity between the station and TOD development. The north station entrance is accessible from Brooklyn Ave. Both entries include a perforated metal screen to create a partial enclosure with super graphics identifying the station name. Bicycle facilities within both station entrances include bike storage. The south entry includes a secure bike cage with a bike pump, and bike racks. Both entries have additional bicycle racks, and lockers.

The station platform will be accessible from both entrances by elevator, escalator, and stairway to the intermediate landing. The station will include two accent colors, one at each entrance. The colors are placed along a linear light chase to help guide pedestrians from the station entrances to the train platform below (see figures 4 & 5).

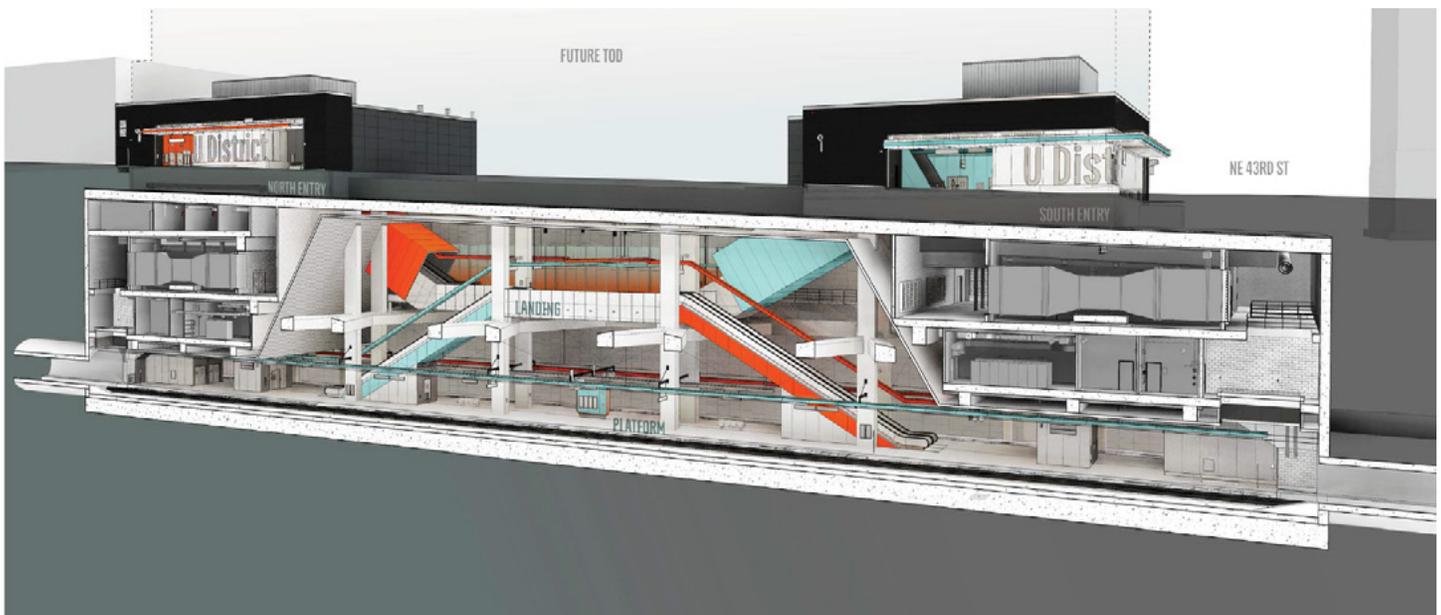


Figure 4: Proposed station layout

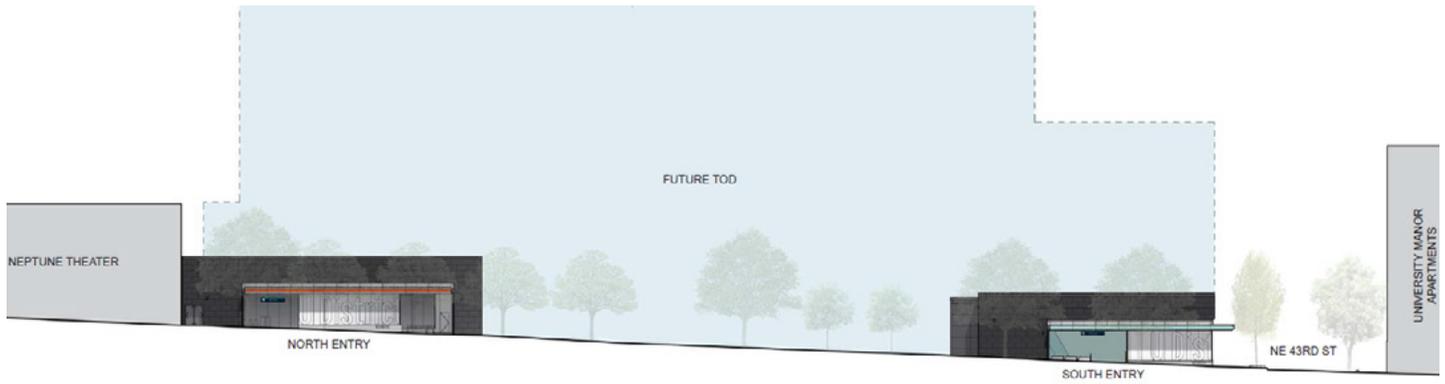


Figure 4: Proposed TOD development

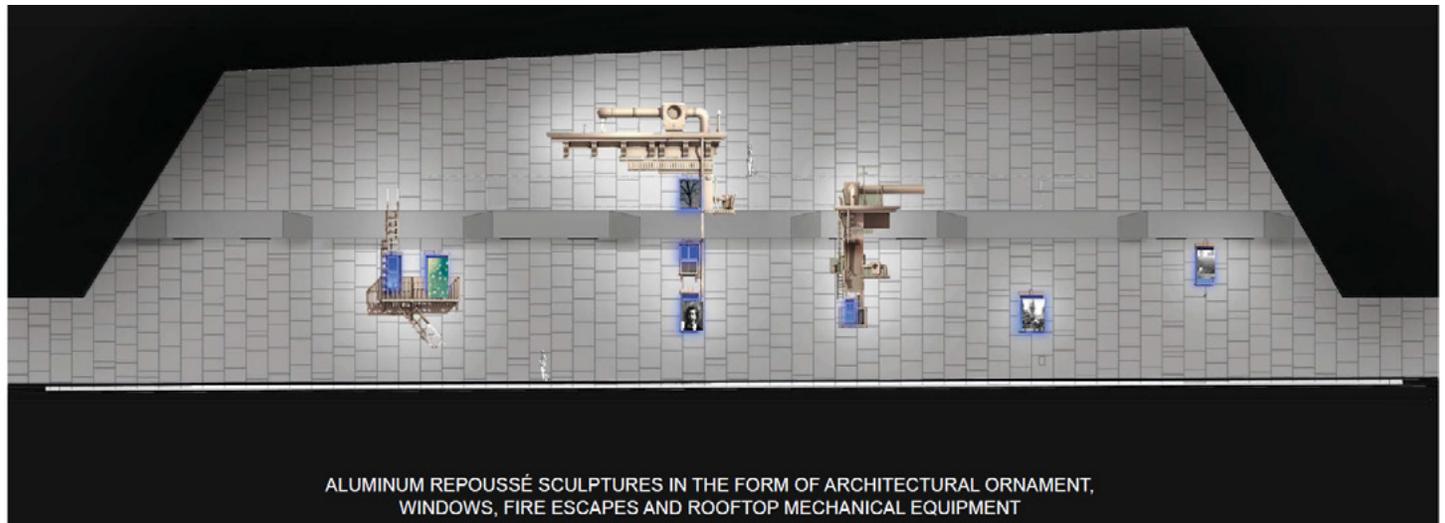


Figure 5: Proposed artwork program



Figure 6: Rendering of proposed art from station platform

The public artwork plan has had no significant changes since reviewed in July 2015. Annie Han and Daniel Mihalyo of Lead Pencil Studio have developed an artwork design for the station and its platform that includes hand-fabricated architectural features based on the ornament and infrastructure common to city streetscapes such as in the University District. These sculptural objects, rendered in an ancient metalworking technique known as repoussé, include window frames, ladders, cornices, and awnings, all of which are affixed along the east wall of the station box at the platform level. Some of the window-like sculpture will house video screens, which when seen together will create a slow-moving scene based on five primary themes (see figures 5 & 6). The artists and design team did not provide detail about the technology incorporated into the video screens. The team is planning to wait until the station is near completion in order to select current technology for the video screens.

Agency Comments

Dave LaClergue, of OPDC, is very encouraged to see how the green street program has come along. He stated there seems to be a lot of support from the community to head in this direction.

Public Comments

None

Summary of Discussion

The LRRP organized their discussion around the following categories:

- Design
- Neighborhood and streetscape
- TOD
- Art
- Sustainability and landscape

Design

The LRRP commended the team for the design of the UDS. The Panel agrees the addition of advertising in the station would alter the appearance and recommends LRRP review any advertising proposals before they are approved and installed.

Neighborhood and streetscape

The Panel appreciates the transparency of the station and streetscape design, especially where it expands beyond the station entrances. Panel members are concerned with the separation of uses along Brooklyn Ave., especially considering its designation as a green street. The panel understands this type of design is still in the experimental stages and recommends closely monitoring the impact it will have on the street before replicating it with other projects. The Panel also recommends the design team further research future midblock connections to University Ave. through the proposed TOD and adjacent alley to the east.

TOD

The Panel commended the design team for accommodating TOD on top of both station entrances and the station box. LRRP agrees the materials used on the façade of the station will help anchor the entrances on each end of the future development. Because the TOD will be developed after the station opens, the panel recommends the design team think about properly screening the undeveloped parcel as well as minimizing the station mechanical elements that are visible from the street.

Art

The LRRP recommended the design team make sure the size of the video screens are adequate enough to view from the station platform and mezzanine level. The panel agreed that footage showing cityscapes integrated well with the surrounding artwork. Panel members are concerned that none of the footage for the proposed art installations has been reviewed by LRRP and recommend the project return for an administrative review of the video artwork.

Sustainability and landscape

The LRRP has no issues concerning sustainability and landscape

Action

The LRRP thanked ST and the design team for presenting the design development phase of the U-District Station. With a vote of 9 to 0, the LRRP approved the with the following conditions:

1. If advertising is included at the station, return to the LRRP for an administrative review of the locations and design features.
2. If the TOD site will not start construction within 3 months following completion of station construction, return to the LRRP for an administrative review of how the TOD site will be screened.

The LRRP also made the following recommendations:

1. The TOD site should consider using building setbacks to highlight UDS station entrances
2. Minimize views and appearance of any rooftop mechanical equipment, including any penthouse, if such features are required in the interim between station and TOD development
3. Better integrate the signage board at the center of the station platform with the aesthetic design of the overall station
4. Consider and, where needed, adjust the size and orientation of artwork digital screens to ensure they can be viewed from various points within the station
5. Provide physical context to the isolated artwork video monitors to better incorporate them within the overall art concept
6. Minimize and integrate the advertising program within the station design, if any advertising is to be provided on site