

# ***NE 130th Street Infill Station C3 Package***

*Seattle Design Commission  
60% Schematic Design Review*

*February 3, 2022*

# *Agenda*

**Objective: C3 Package**

**Introductions**

**Background - recap**

**Outreach - recap**

**Station Access**

**Right of Way Improvements**

**Station Design Concept**

**STart Program**

**Sustainability - recap**

# ***SDC 30% Action Comments***

1. Continue to work with the City to anticipate and respond to possible future land use situations.
2. Further develop wayfinding elements, signage, and station entrances to create clear, strong circulation and wayfinding system. Consider using a diagram to illustrate strategy.
3. Consider additional ways to strengthen the design concept such as incorporating design elements and materials that visually reference the idea of waterways moving through the site. Evaluate the size and placement of storm water elements to express the concept.
4. Further develop the design and materiality of the building in a way that uses wayfinding and human scaled elements to better situate the station within the context of the neighborhood.
5. Consider ways to better integrate and/or reduce the visual presence of the ancillary building, possibly by relocating the building below ground.
6. Consider additional art location that are visible from outside the station, such as at the south end of the building where it can contribute to wayfinding.

# ***SDC 30% Action Comments - numbers***

7. Be realistic about the ability to plant mature vegetation along I-5, and consider plantings or other treatments along the retaining walls.
8. Strengthen 5th Ave as a residential street by providing additional street trees along 5th Ave to strengthen the tree canopy, and exploring pedestrian lighting
9. Provide information on how the raised crosswalk midblock over 5th Ave serves pedestrians within overall circulation patterns.
10. Address circulation of all modes where 5th Ave transitions into a one-way street.
11. Refine the design of 5th Ave and 130th intersection to seamlessly integrate pedestrian and bus access with bicycle facilities and vehicular lanes. Further reduce the distance for pedestrian crossings to increase safe access to the station.
12. Explore how TNC and drop off interact with bike facilities and pedestrian access along 5th Ave and consider the placement of project elements to keep cars from blocking bike facility access.
13. Continue to think about the overall design process and phasing as it results to potential budget limitations. Think about how design could change as a result of budget cuts and consider what elements should be retained.



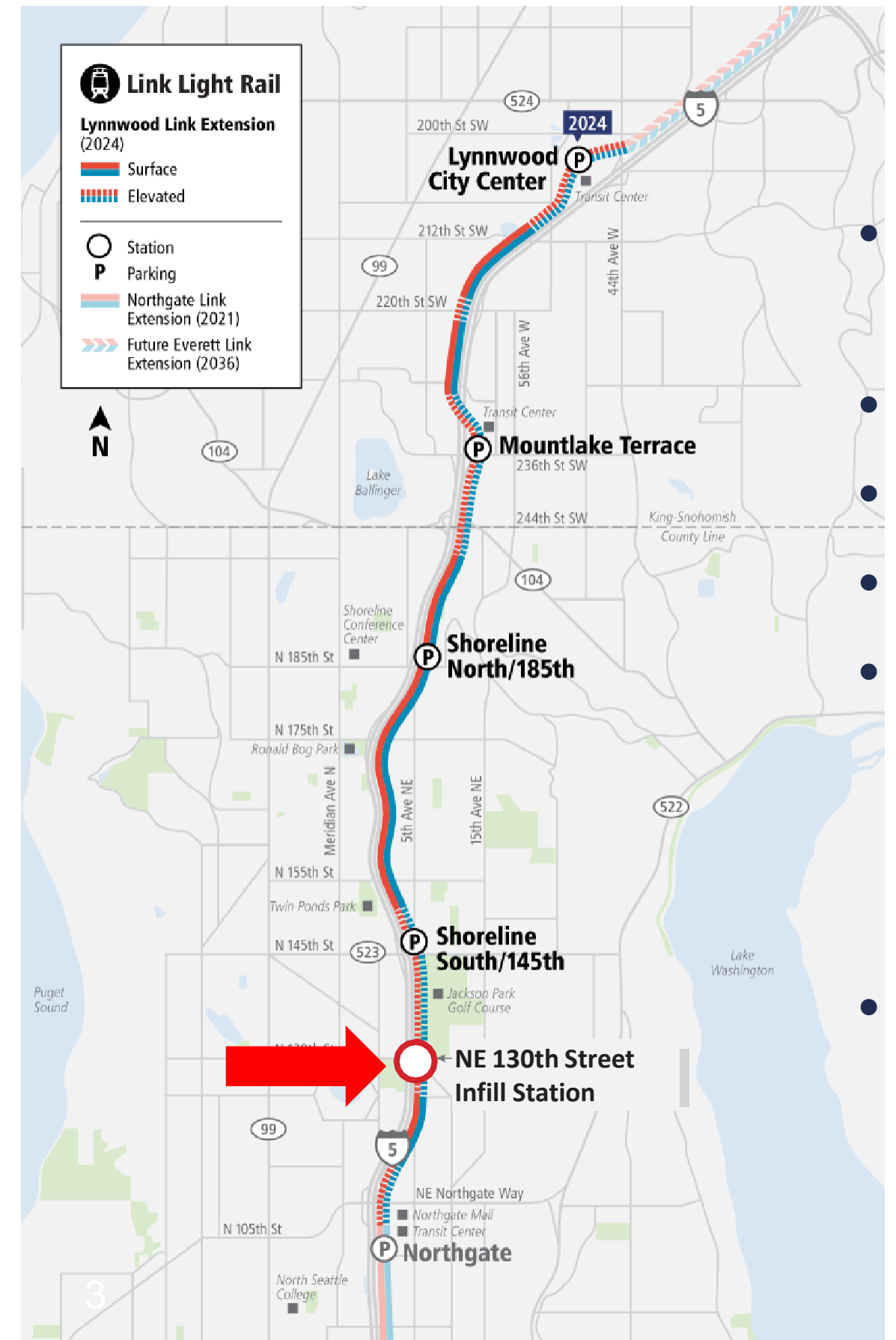
# ***SDC 30% Request***

14. Make sure KC Metro is available for questions at future SDC meetings.
15. Provide more information about the overall sustainability strategy as well as specific onsite stormwater management.
16. Provide more information on how community outreach is moving forward in an equitable way as a result of COVID-19 restrictions. Show how art and culture is integrated into outreach conversations.
17. Provide cross sections that give a better sense of the relationships between the various levels and how the facility will be experienced. Provide cross sections that show the scale of the building – entrances, upper platform, ancillary facility, etc- as it relates to site elevation and circulation as well as cross sections that represent vegetation alongside I-5 and 5th Ave.
18. Provide additional drawings to show how the south entrance and stair will be visible from the street.
19. Provide diagrammatic information on the wayfinding system
20. Provide information on the rechannelization of 5th Ave and explain how the station design relates.

# PROJECT BACKGROUND

# NE 130<sup>th</sup> Station Overview

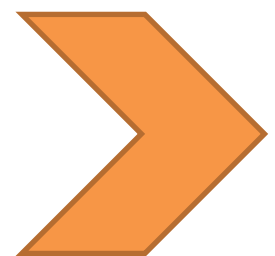
- Included in 2016 ST3 Plan as infill station
- Located at 5th Ave NE and NE 130<sup>th</sup> St
- Timing in ST3 Plan - start 2024, open 2031
- Elevated side-platform station
- Estimated 3,400 daily boardings
- Travel time
  - Westlake, 15 min
  - SeaTac / Airport, 53 min



# Challenges of Infill Construction

**Over 60k daily riders affected, nearly 90% from Snohomish and North King subareas**

- Service delays due to single-tracking
- Potential system-wide delays
- Restricted construction window – nighttime construction, single tracking
- Repeated neighborhood impacts
- Higher construction costs



Can we accelerate the station schedule to minimize impacts to passengers?





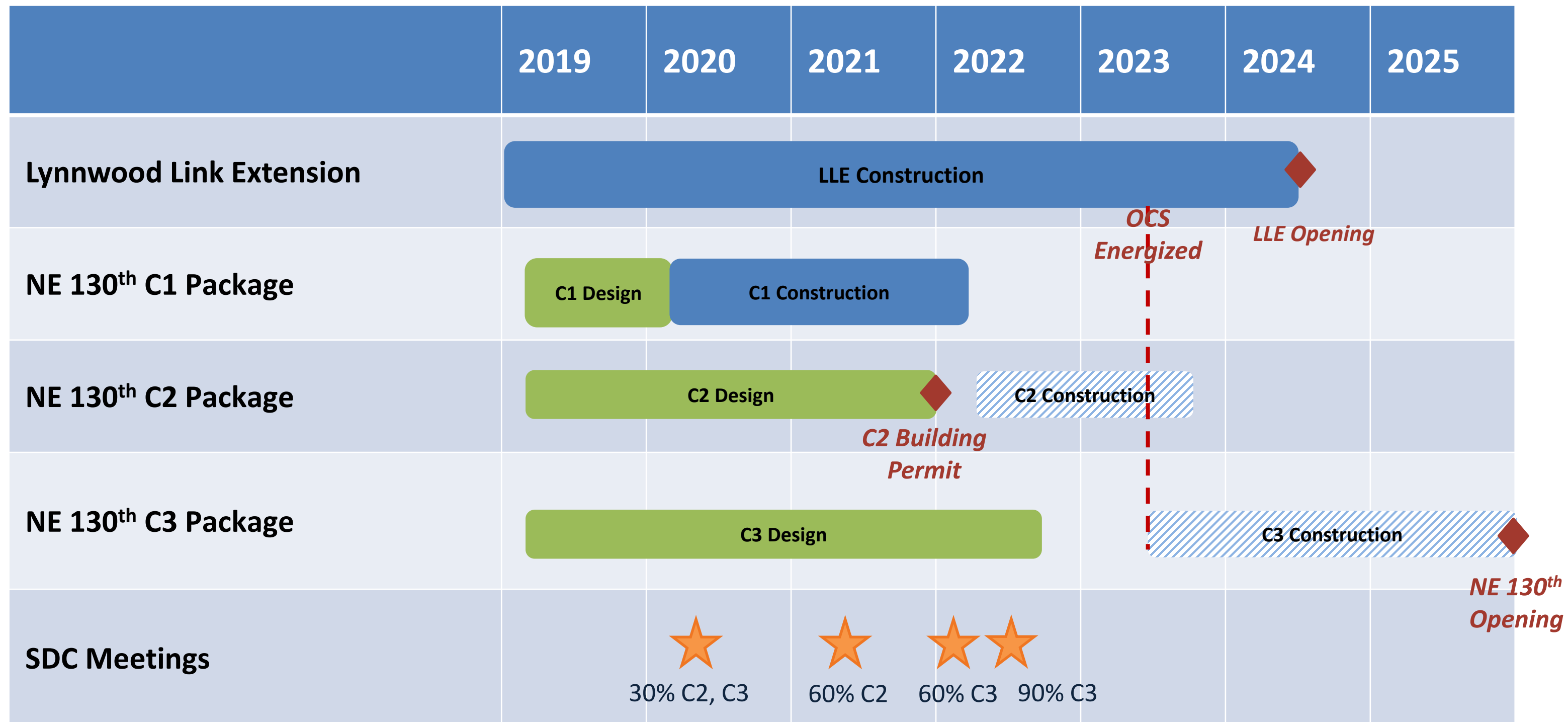
# Board Decisions for Acceleration

## Board actions to minimize disruption to LLE

- **March 2022 Board Decision to construct of C2 & C3**
- Oct. 2021 early procurement of C2 materials
- Aug. 2021 “realignment” accelerated delivery from 2031 to 2025
  - Resulted in no interim condition
- Feb. 2020 accelerated construction of C1 and final design
- Sept. 2018 accelerated preliminary engineering

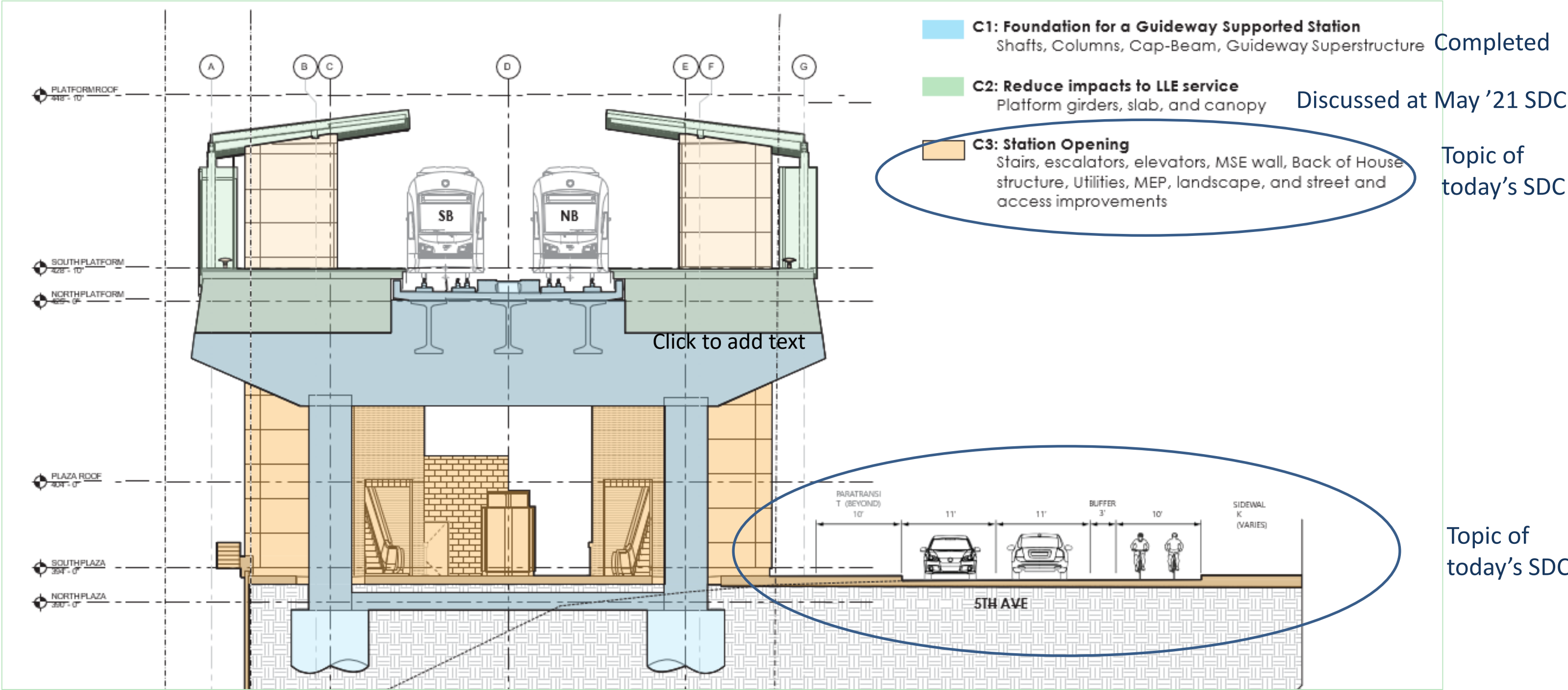


# Schedule: Alignment with LLE & Packages





# Construction and Project Packages





# Partner Collaboration

## Collaborated on Pre Engineering, 2019

- 3 Design workshops
- 3 Traffic Analysis workshops
- 2 Value engineering sessions

## Collaborating on Final Design, 2020/22

- Biweekly IDT meetings
- Permit Submittals: 30%, 60%, 90%
- Permits: SIP and Building (C2 & C3)
  - Station Design
  - Access Improvements
  - ROW Improvements
  - Traffic Analysis



# PROJECT OUTREACH

# Community Demographics

## Bitter Lake Village

1.1 mile / 21 min walk from station

## Lake City

1.7 mile / 27 min walk from station

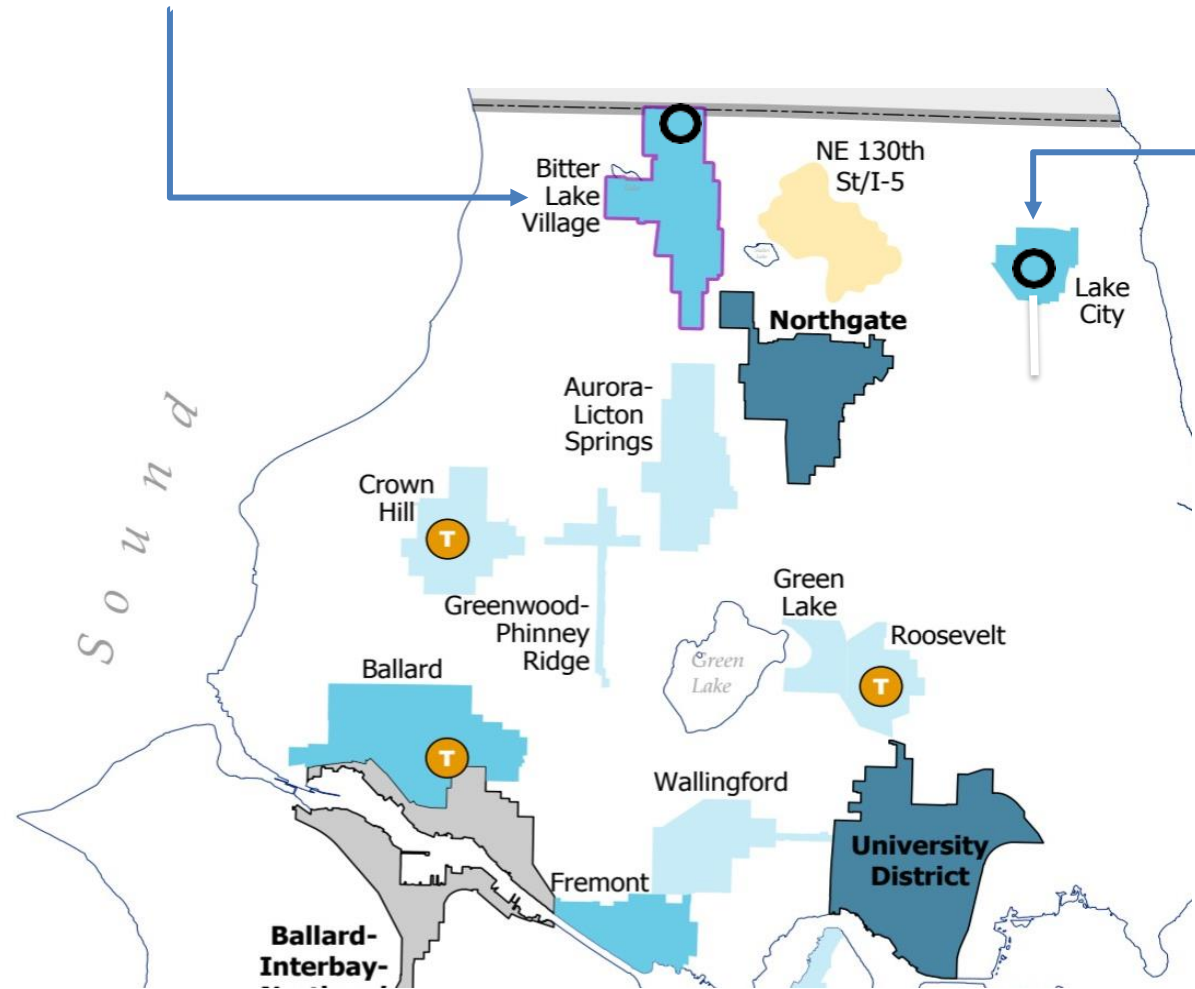


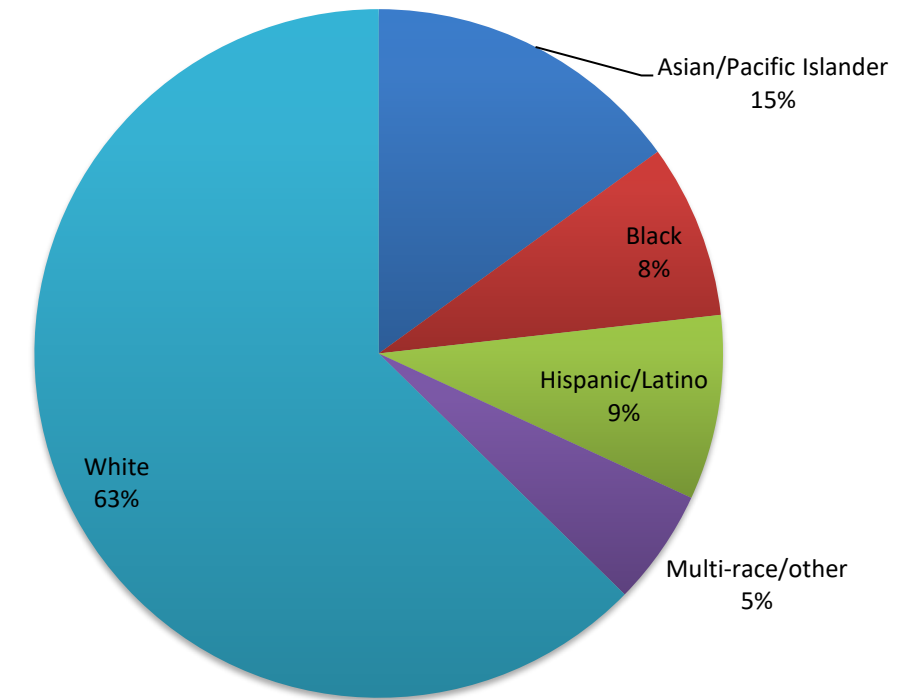
Figure courtesy of Office of Planning & Community Development:: Comprehensive Plan 2019

**Demographic Research<sup>1</sup>** – Based on research and outreach to the community, Sound Transit translates project materials into:

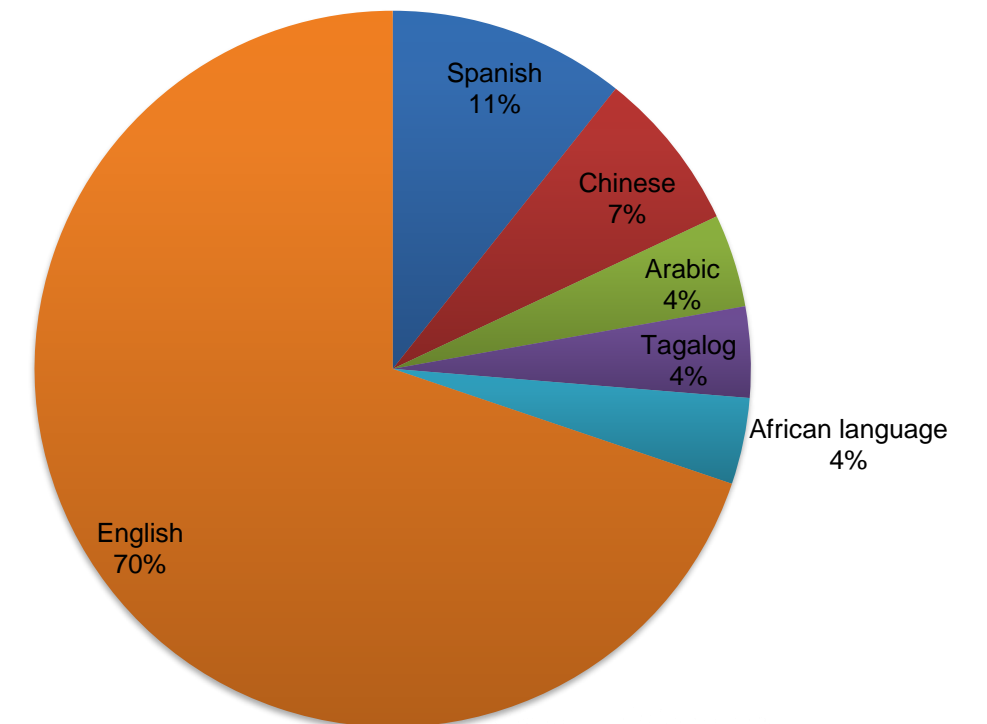
- Spanish
- Simplified Chinese
- Arabic
- Amharic
- Somali
- Tagalog
- Urdu

<sup>1</sup> = Based on findings by the American Community Survey (2017) and the US Census Bureau

## Demographics of the Project Area



## Languages Spoken at Home



# *Community Outreach*

- Seattle/Shoreline Open House – *Feb 26, 2019*
- Seattle Station area planning workshop – *Mar 13; Sept 28, 2019*
- Seattle Design Commission – *Apr 16, 2020*
- Community/Business Organization outreach – *Sep 21-Oct 9, 2020*
- Online Open House – *Oct 12- Nov 30, 2020*
- Seattle Design Commission – *May 20, 2021*
- North Seattle Community Presentation – *October 7, 2021*
- ***Construction Online/Open House – June of 2022***

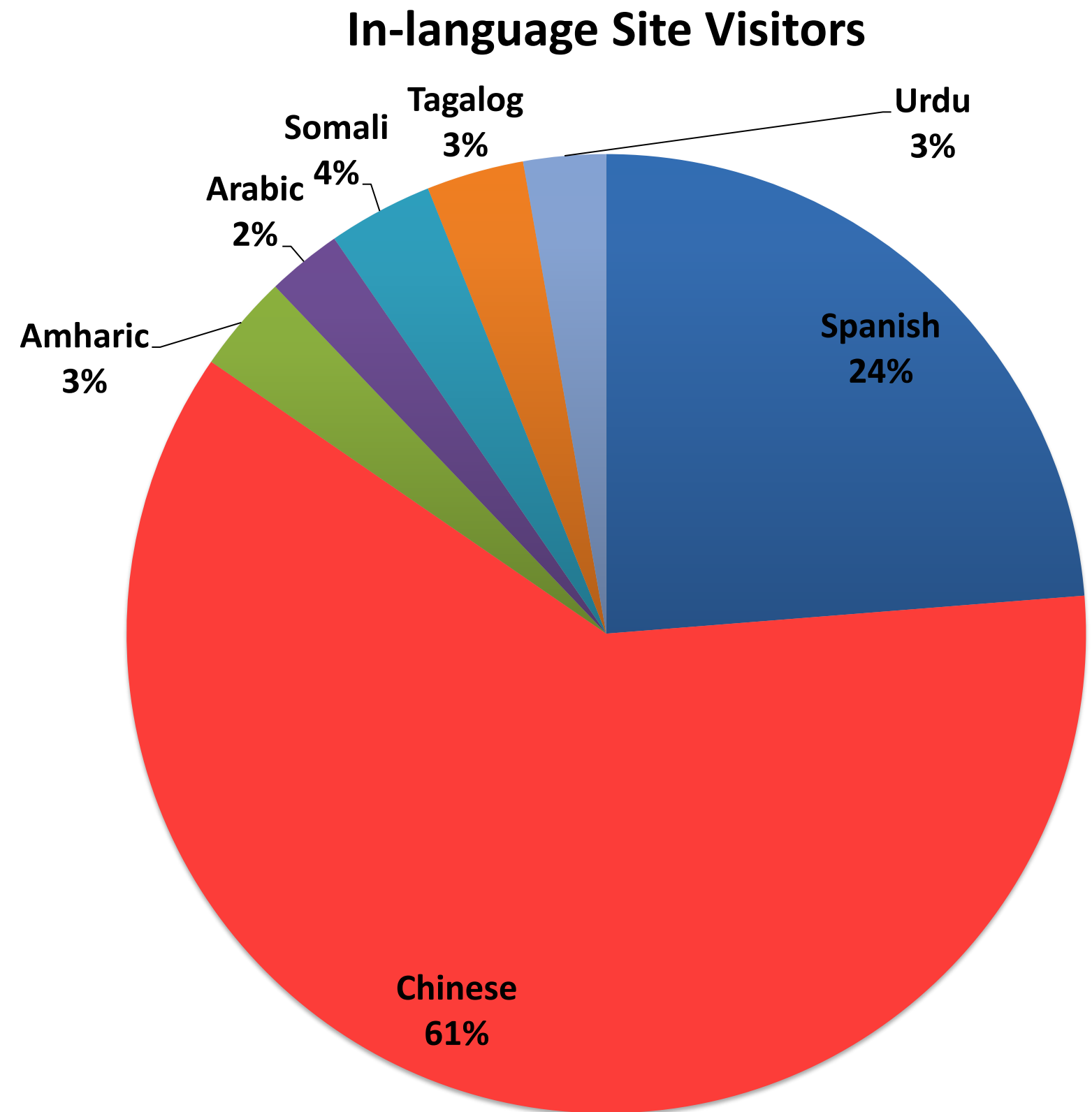
# Community Demographics

## Ethnic media outlets

- Tu Decides
- The Seattle Medium
- Seattle Chinese Times
- La Raza Del Noroeste

## Online open house participants

- Visitors in 8 languages
- 161 in-language site visitors



# Community Outreach

## Next Steps

- Construction Open House, June 2022
- How we serve individuals who work outside of the typical hours

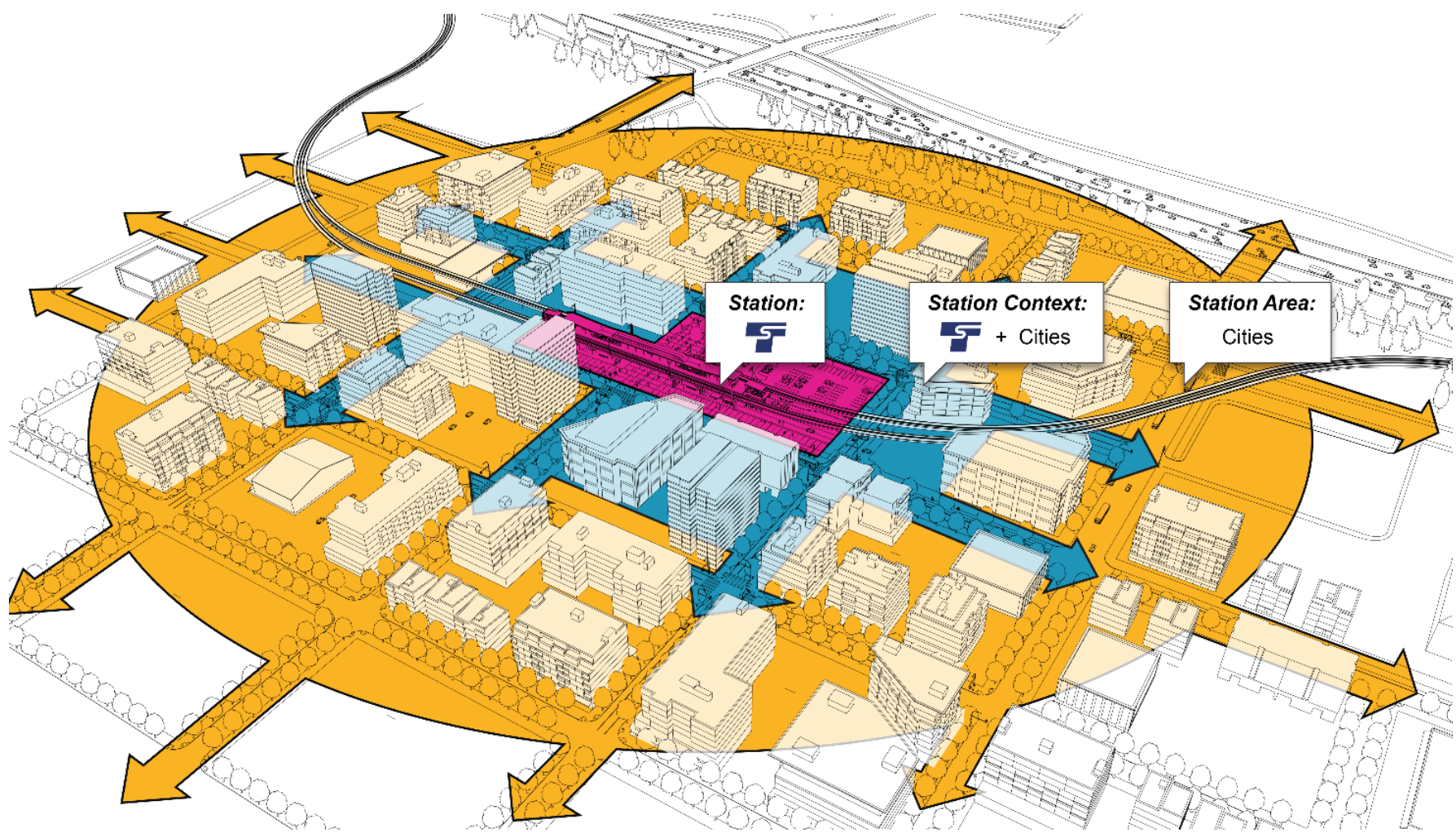
## Staying Informed & Engaged

- Subscribe to construction alerts at: [soundtransit.org/subscribe](https://soundtransit.org/subscribe)
- Contact Community Outreach staff:
  - My Nguyen: [My.Nguyen@soundtransit.org](mailto:My.Nguyen@soundtransit.org) or 206-370-5690
- 24-hour Construction Hotline for immediate attention after normal business hours, 1-888-298-2395

# STATION ACCESS



# Defining Zones: Concept & Practice





# Neighborhood Context

## Neighborhood

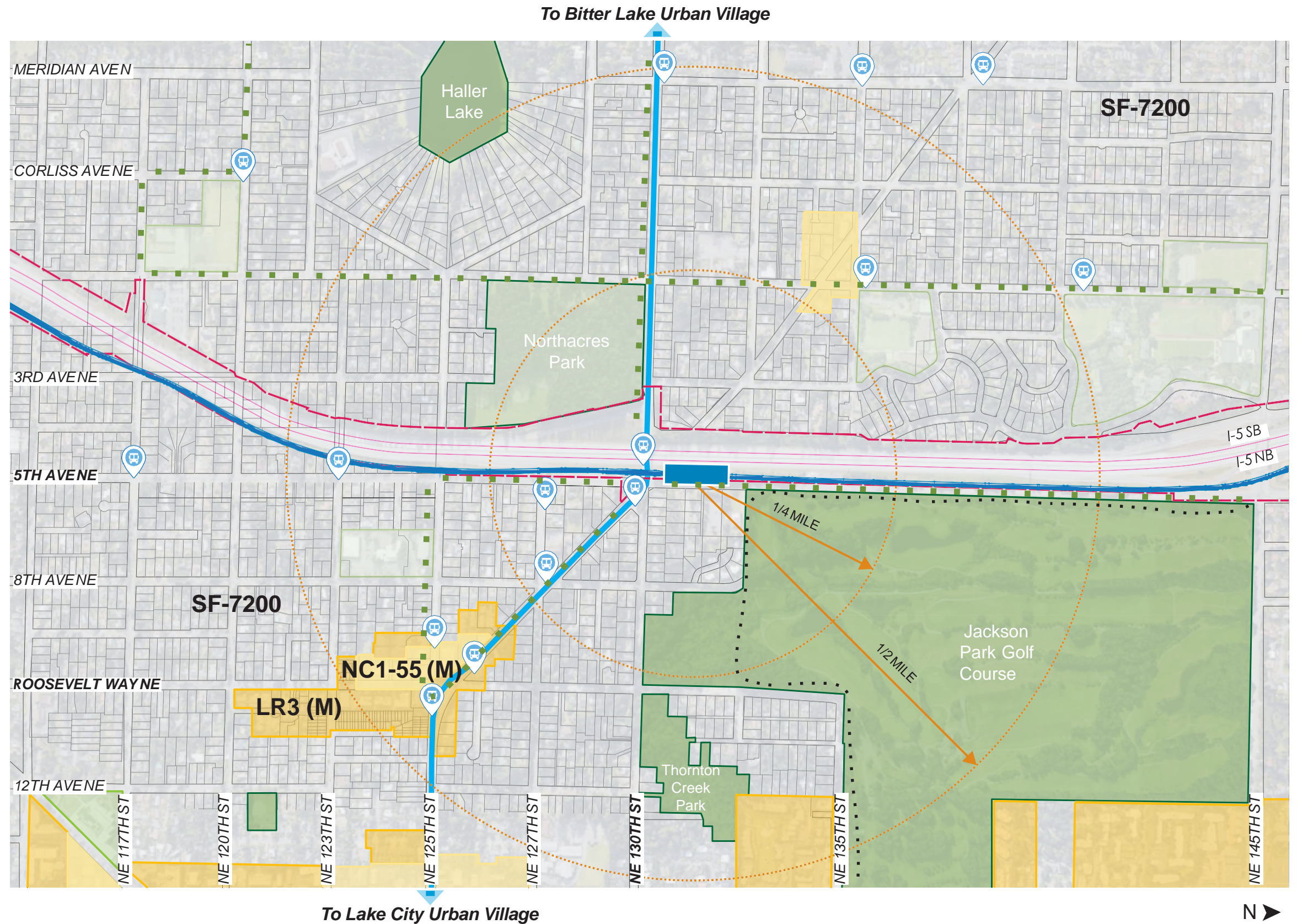
- Single Family Residential  
SF-7200
- Multi-Family Residential  
NC1-55 (M)
- Mixed-Use:  
Residential / Commercial LR3 (M)

## Location & Access

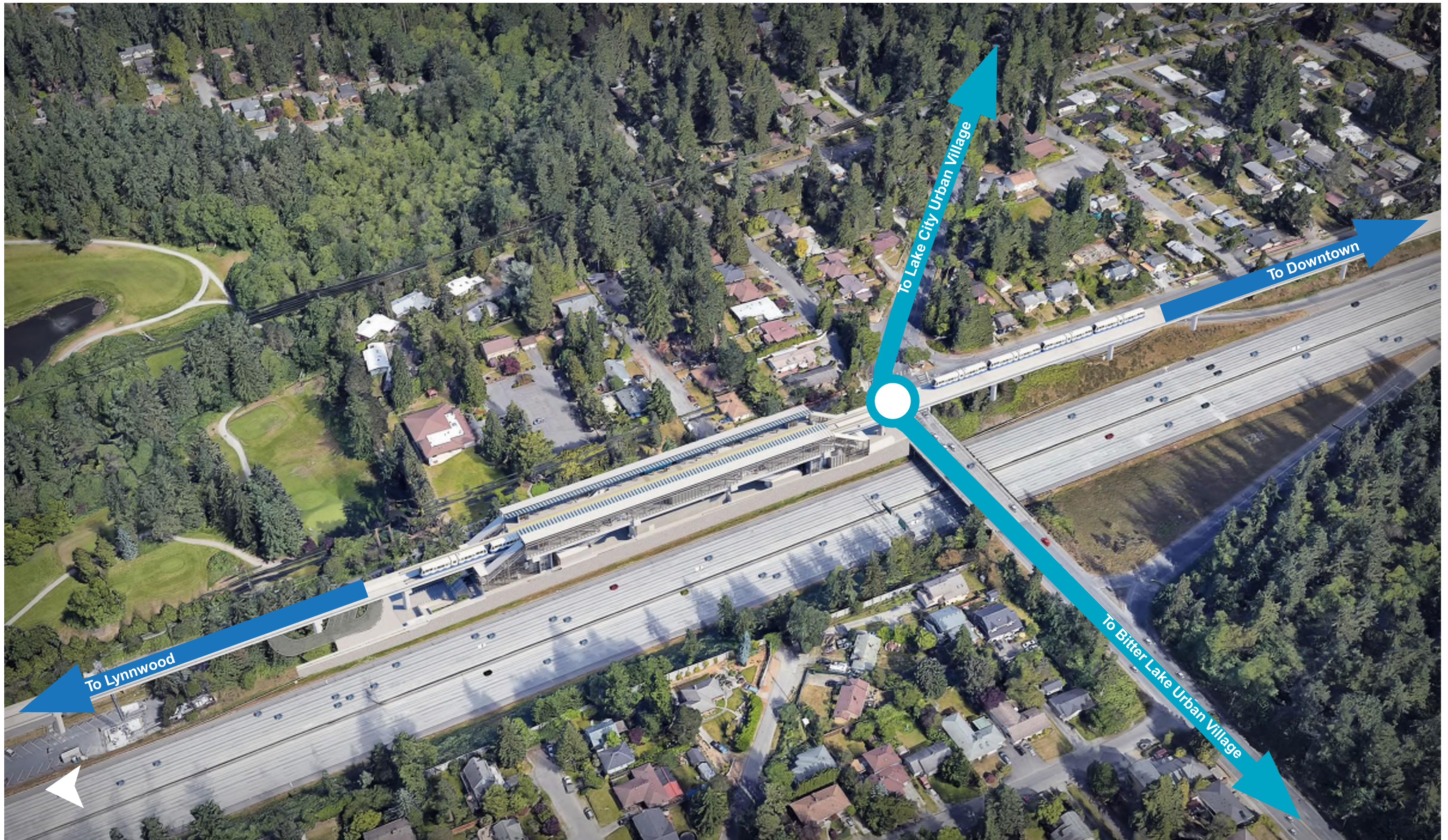
- WSDOT Right of Way
- Parallel to 1-5
- Lynnwood Link Light Rail  
-South Northgate Station  
-North 145th Station
- Route to Nearby Urban Villages
- Local Bus Routes

## Local Amenities

- K-12 Schools located with 1 mile radius  
Ingraham High School  
Lakeside School  
Lakeside Middle School  
Seattle Jewish Community School  
Pinehurst K-8 School
- Parks and Recreation
- Thornton Creek Trail
- Potential Mobility Improvements  
*per OPCD 130th & 145th Station Area Planning*









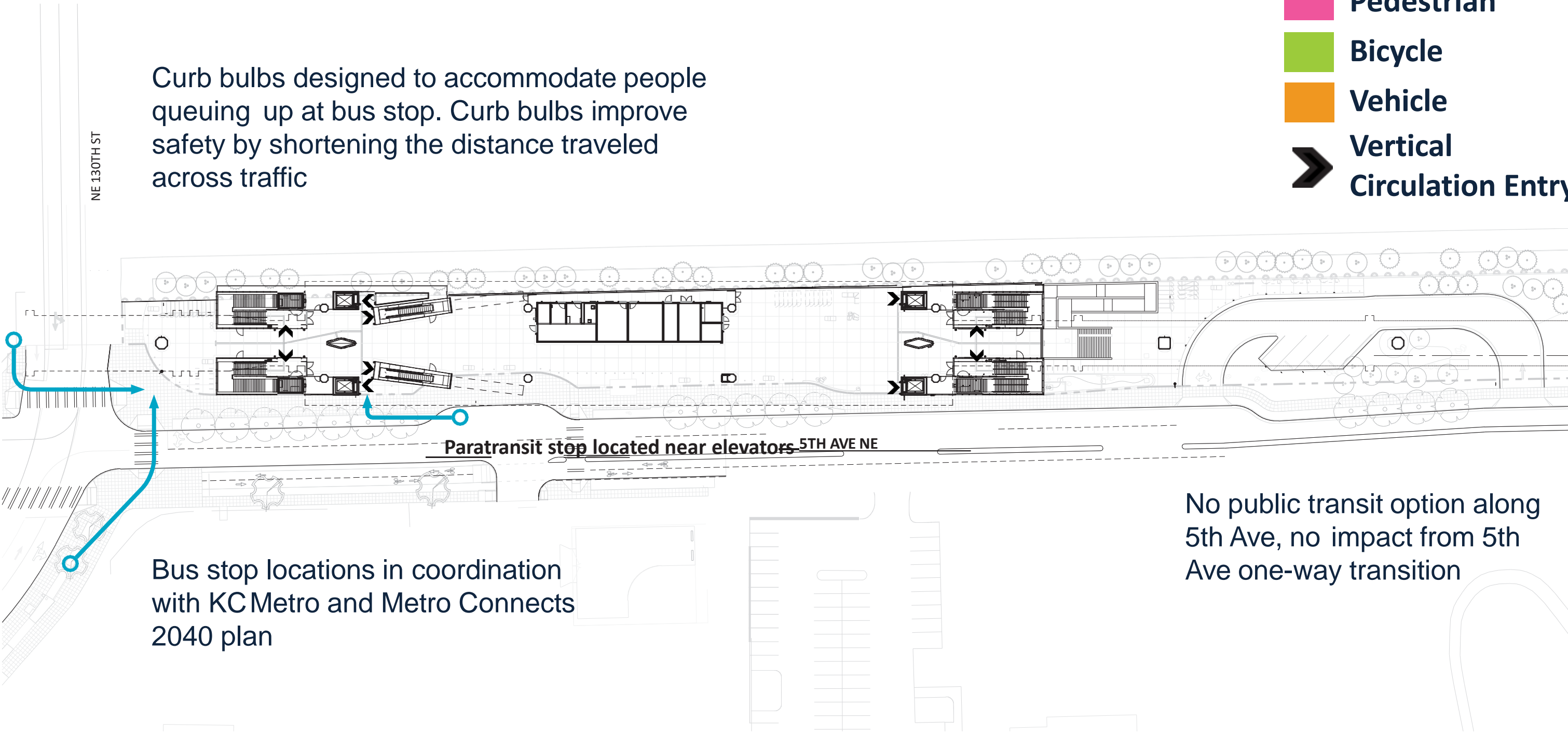
# *View from NE 130th & 5th Intersection*



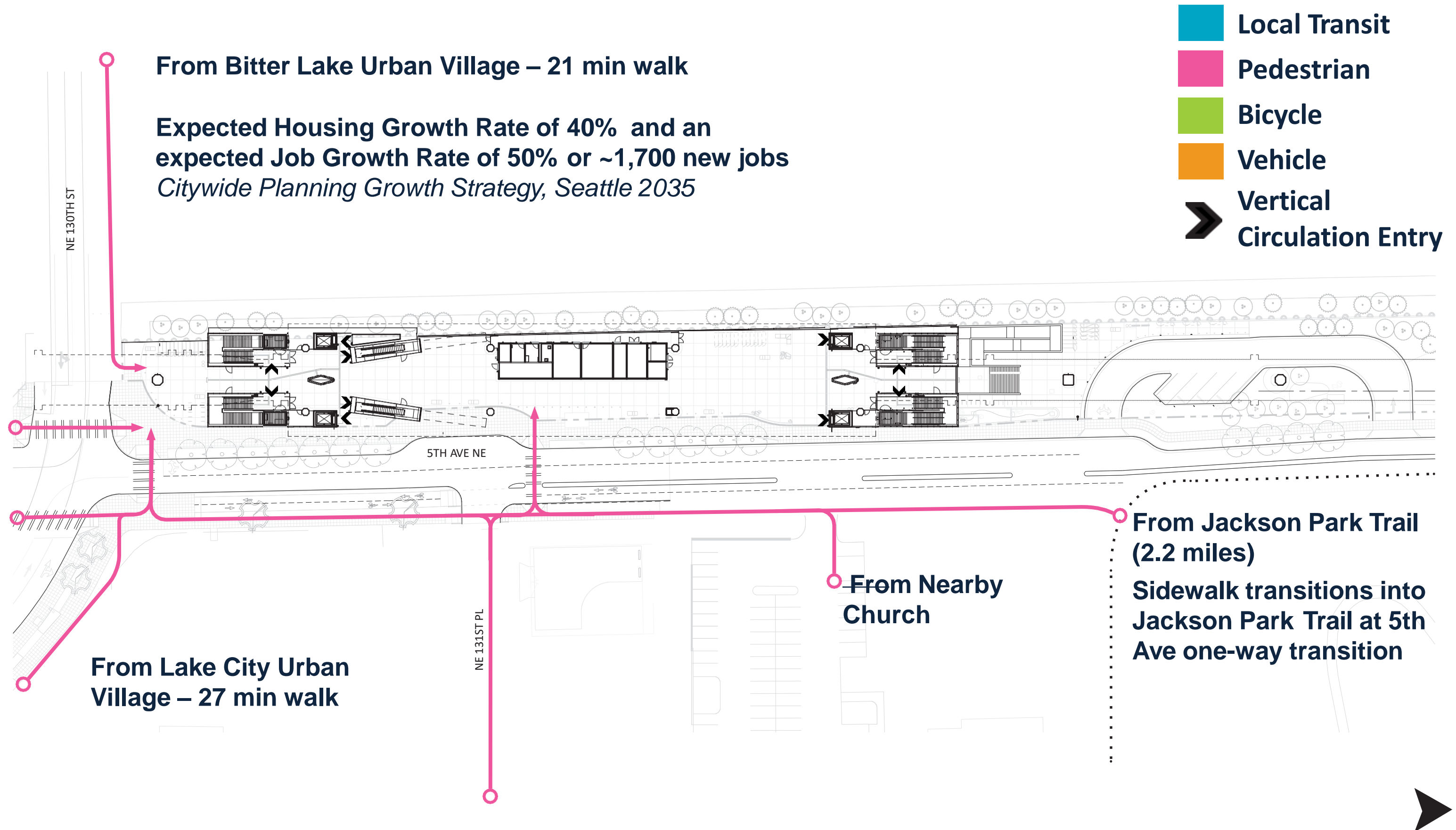


# Site Access – Local Transit

- Local Transit
- Pedestrian
- Bicycle
- Vehicle
- Vertical Circulation Entry



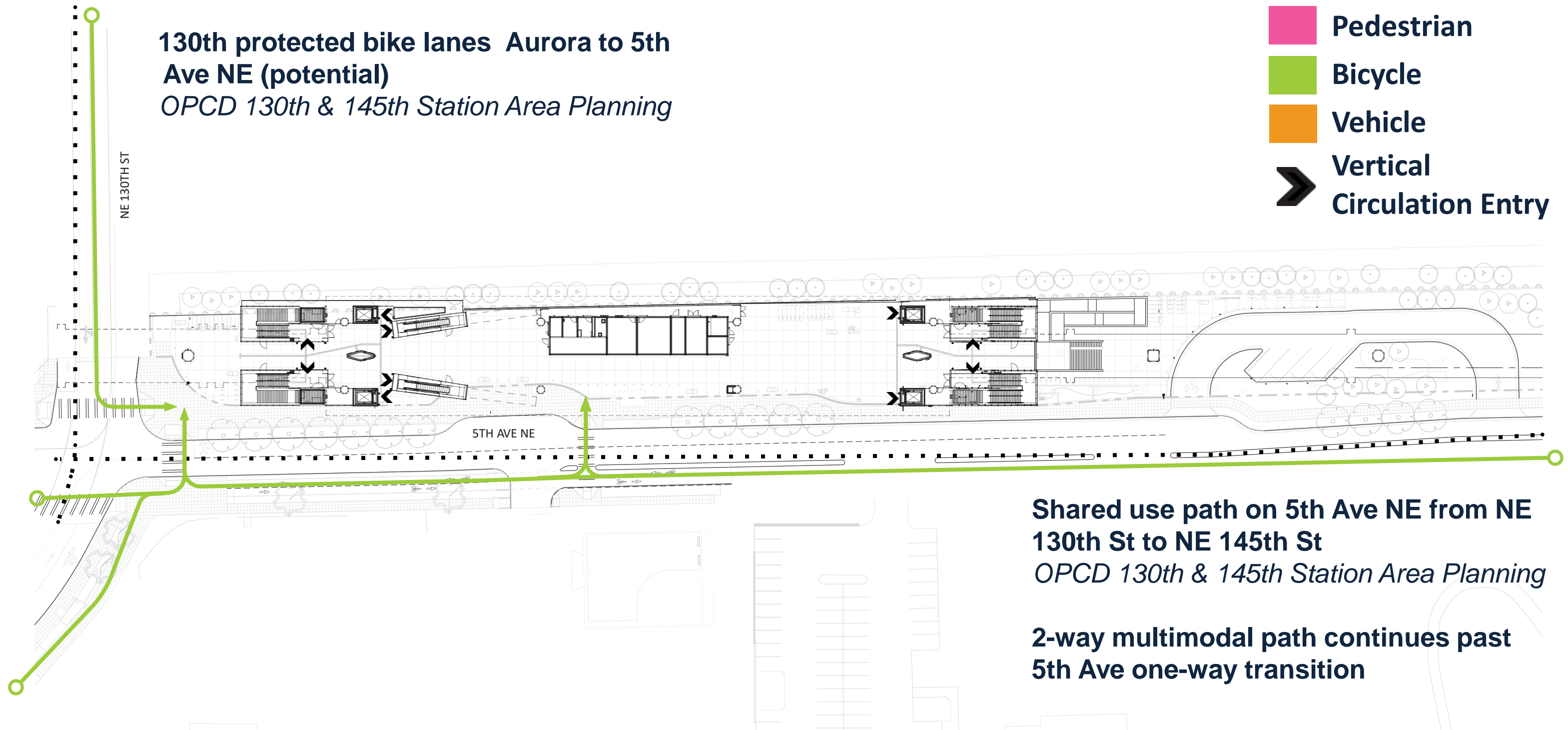
# Site Access – Pedestrian



# Site Access – Bicycle

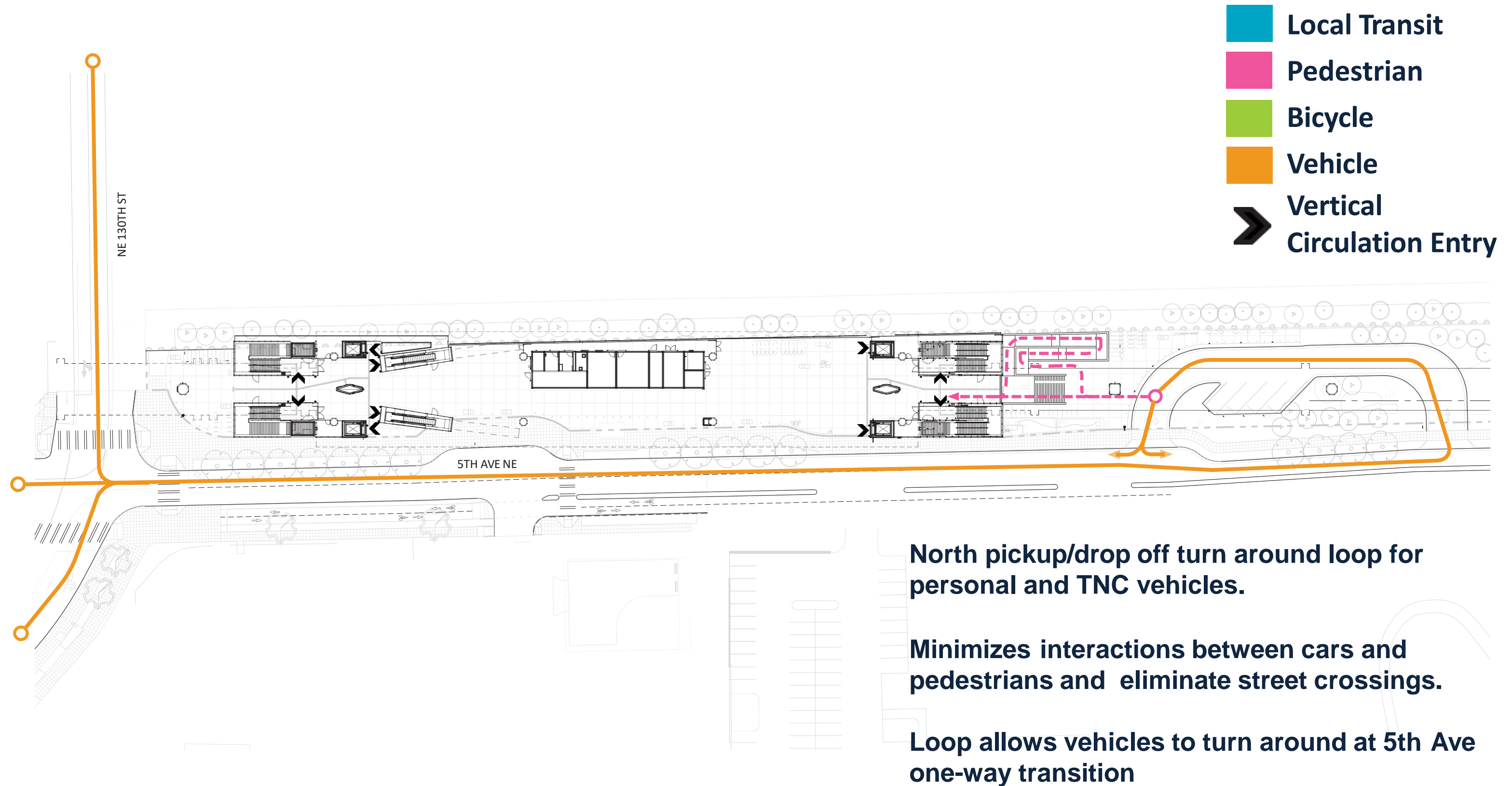
**130th protected bike lanes Aurora to 5th Ave NE (potential)**  
*OPCD 130th & 145th Station Area Planning*

- Local Transit
- Pedestrian
- Bicycle
- Vehicle
- Vertical Circulation Entry

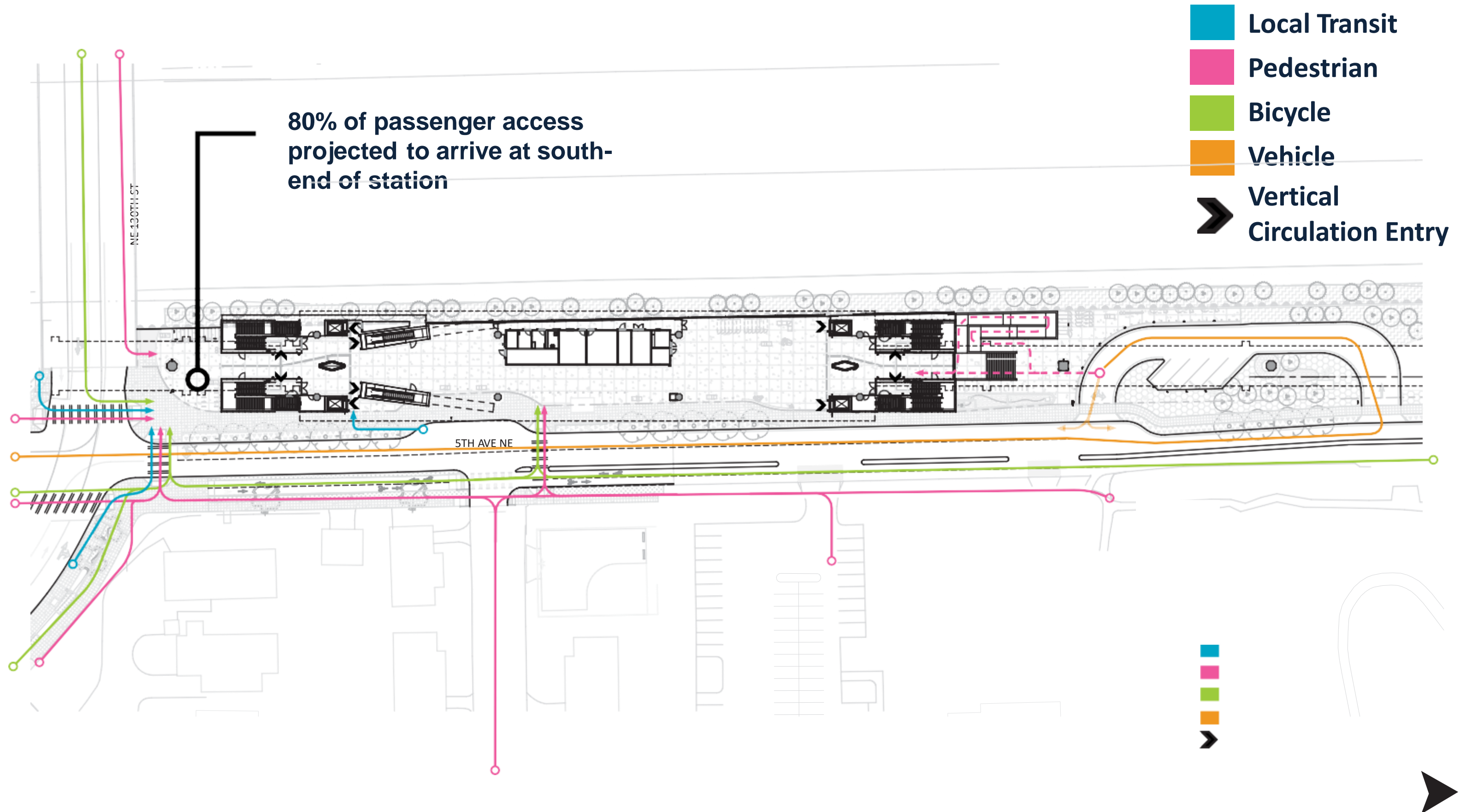




# Site Access – Vehicle

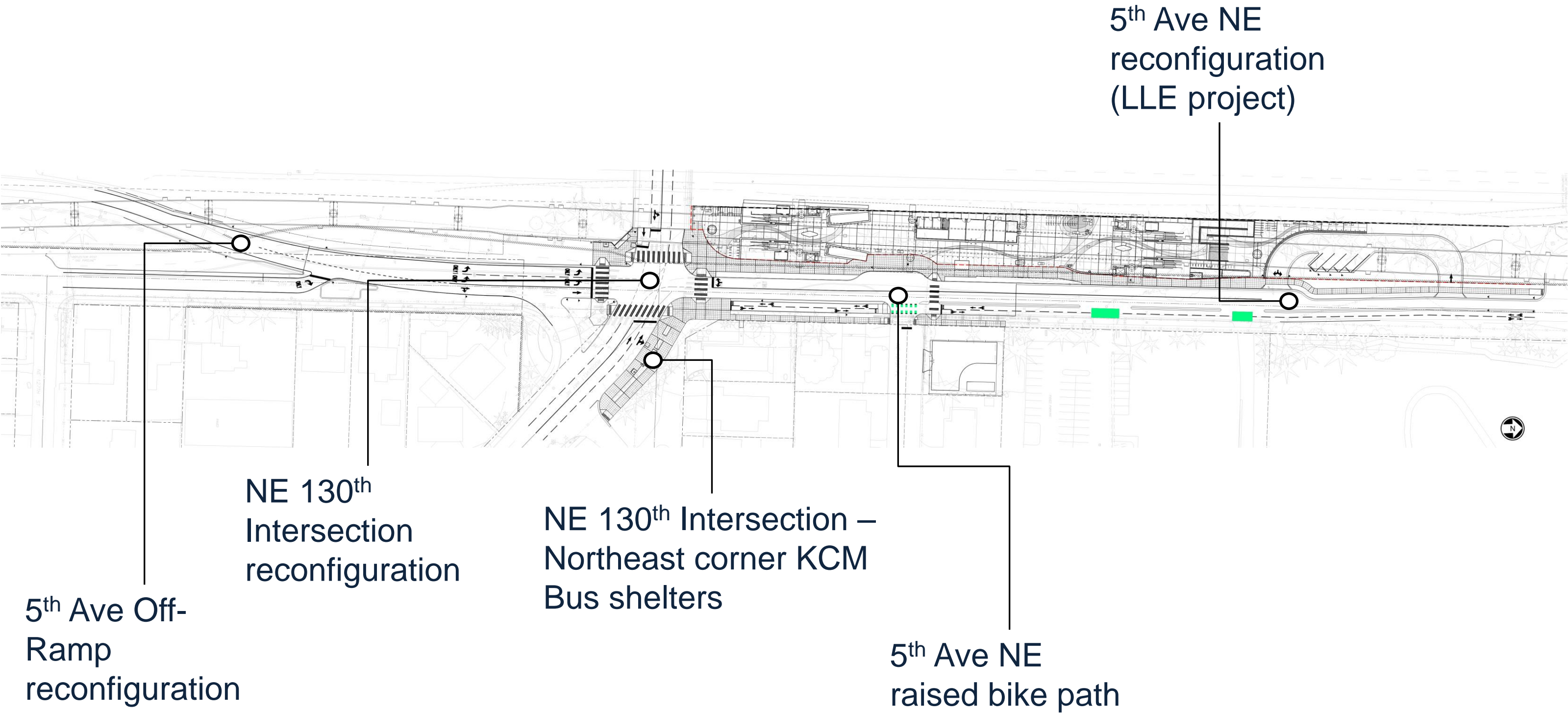


# Site Access – Overall



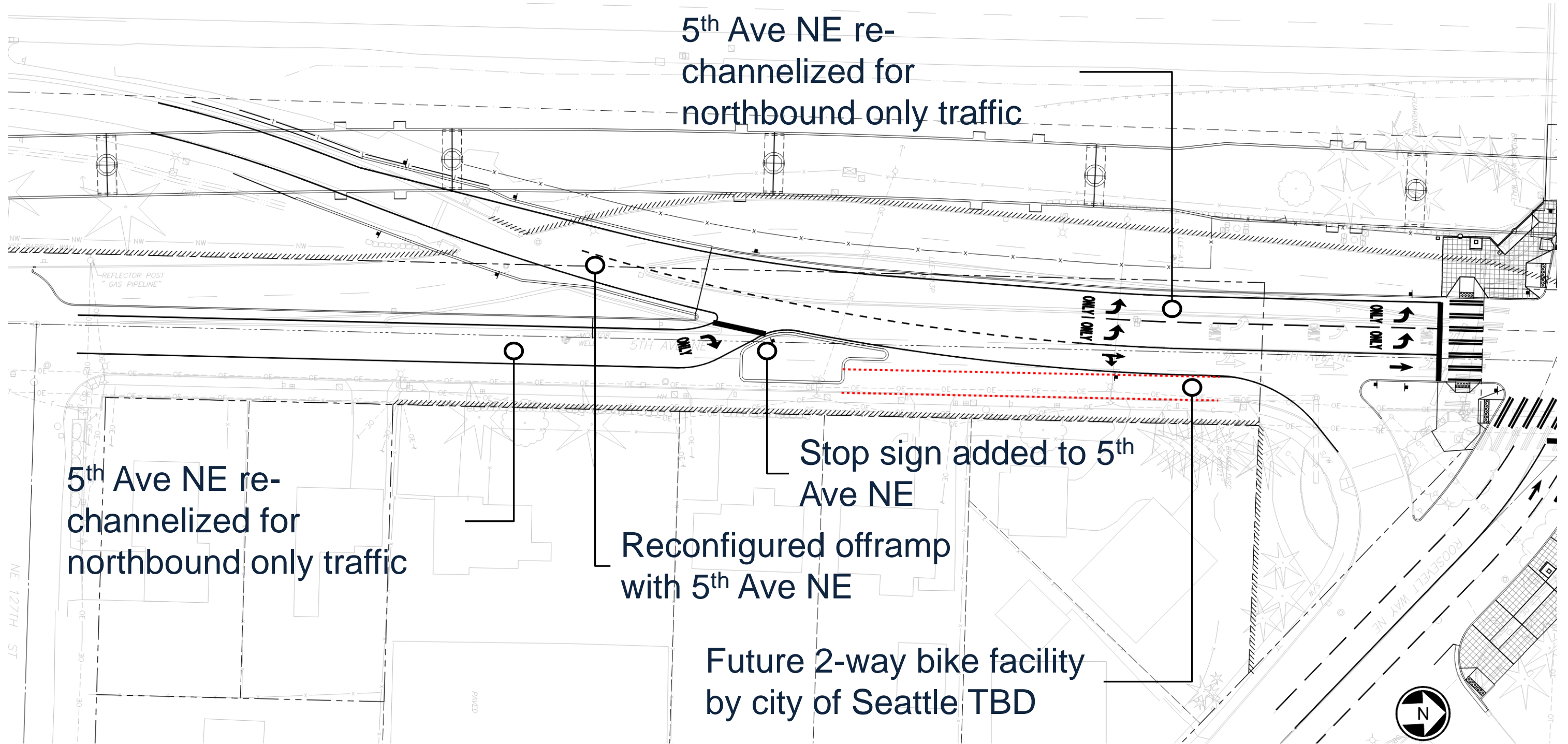
# RIGHT OF WAY IMPROVEMENTS

# Right of Way Improvements



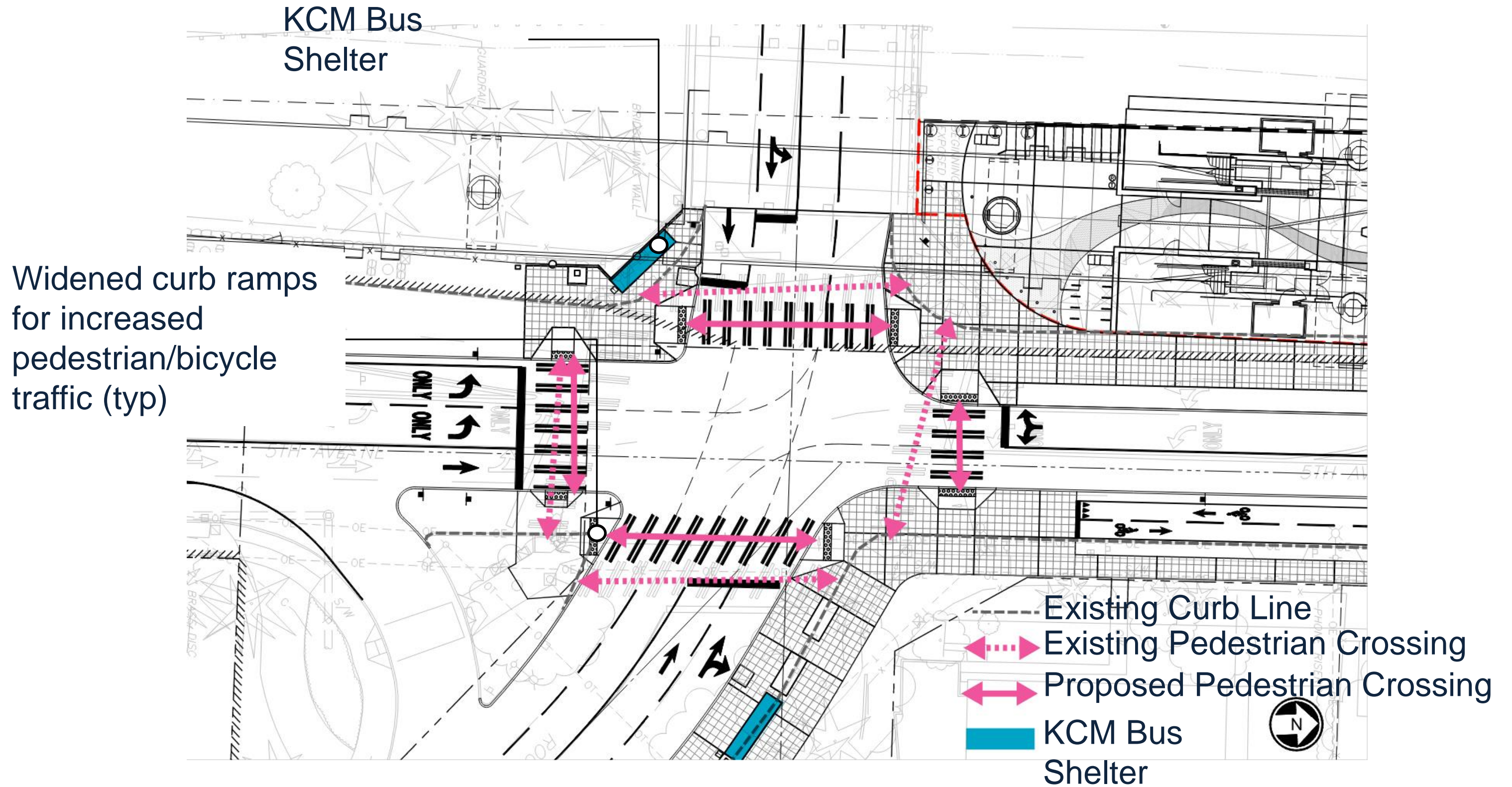


# 5<sup>th</sup> Ave NE, I-5 Off-Ramp



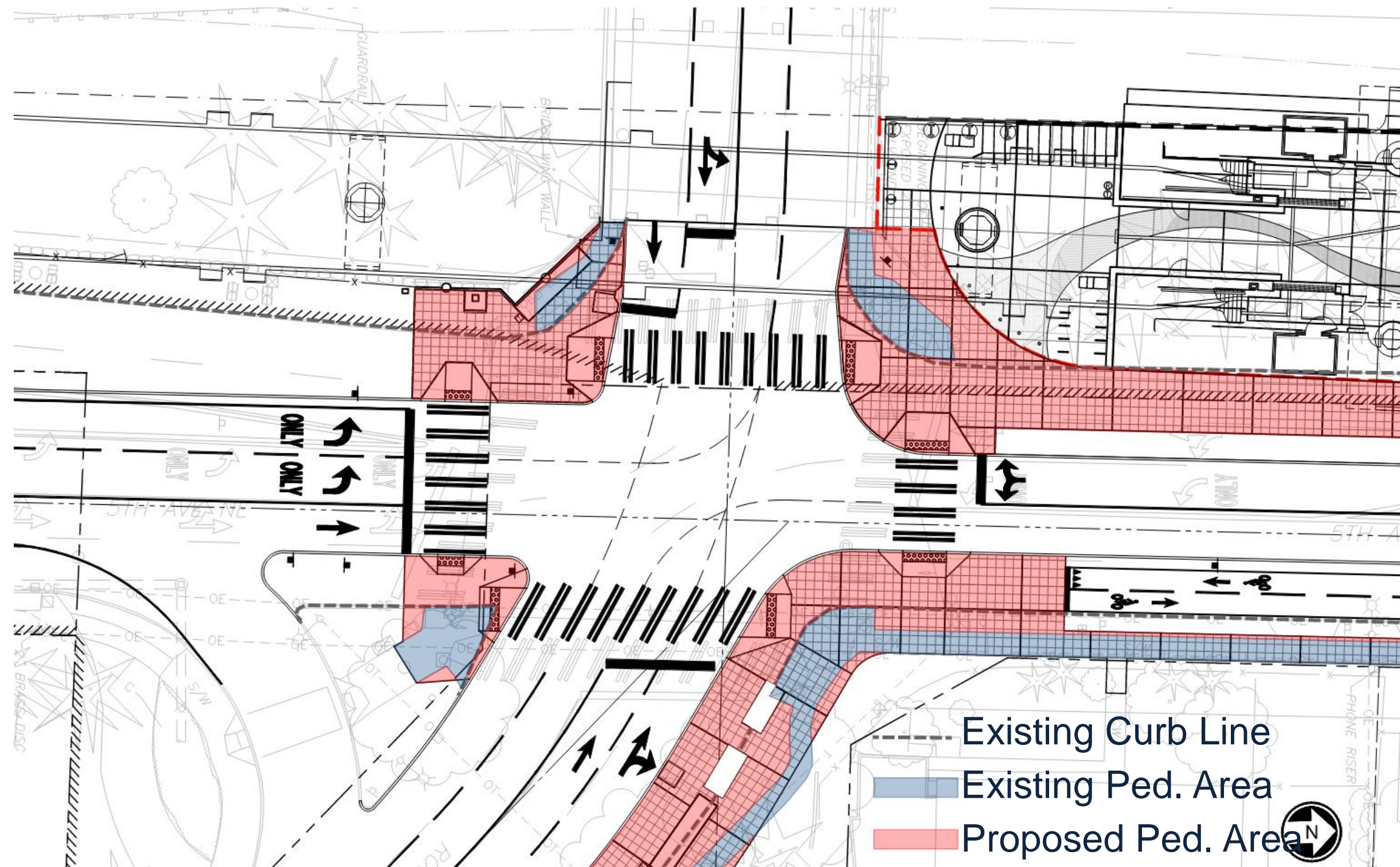


# NE 130<sup>th</sup> & 5<sup>th</sup> Ave NE Intersection





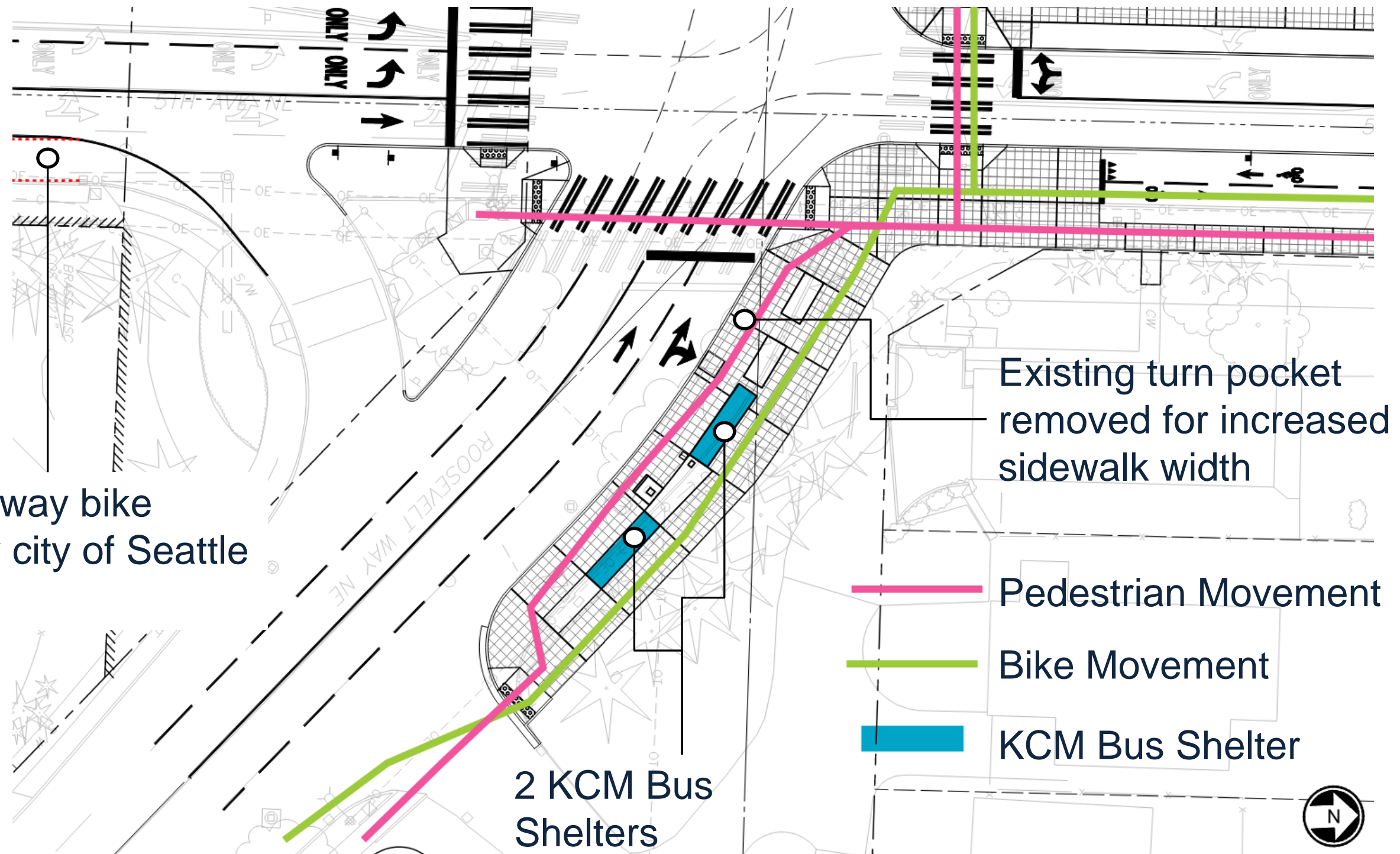
# NE 130<sup>th</sup> & 5<sup>th</sup> Ave NE Intersection





# Intersection Northeast Corner

Future 2-way bike  
facility by city of Seattle  
TBD

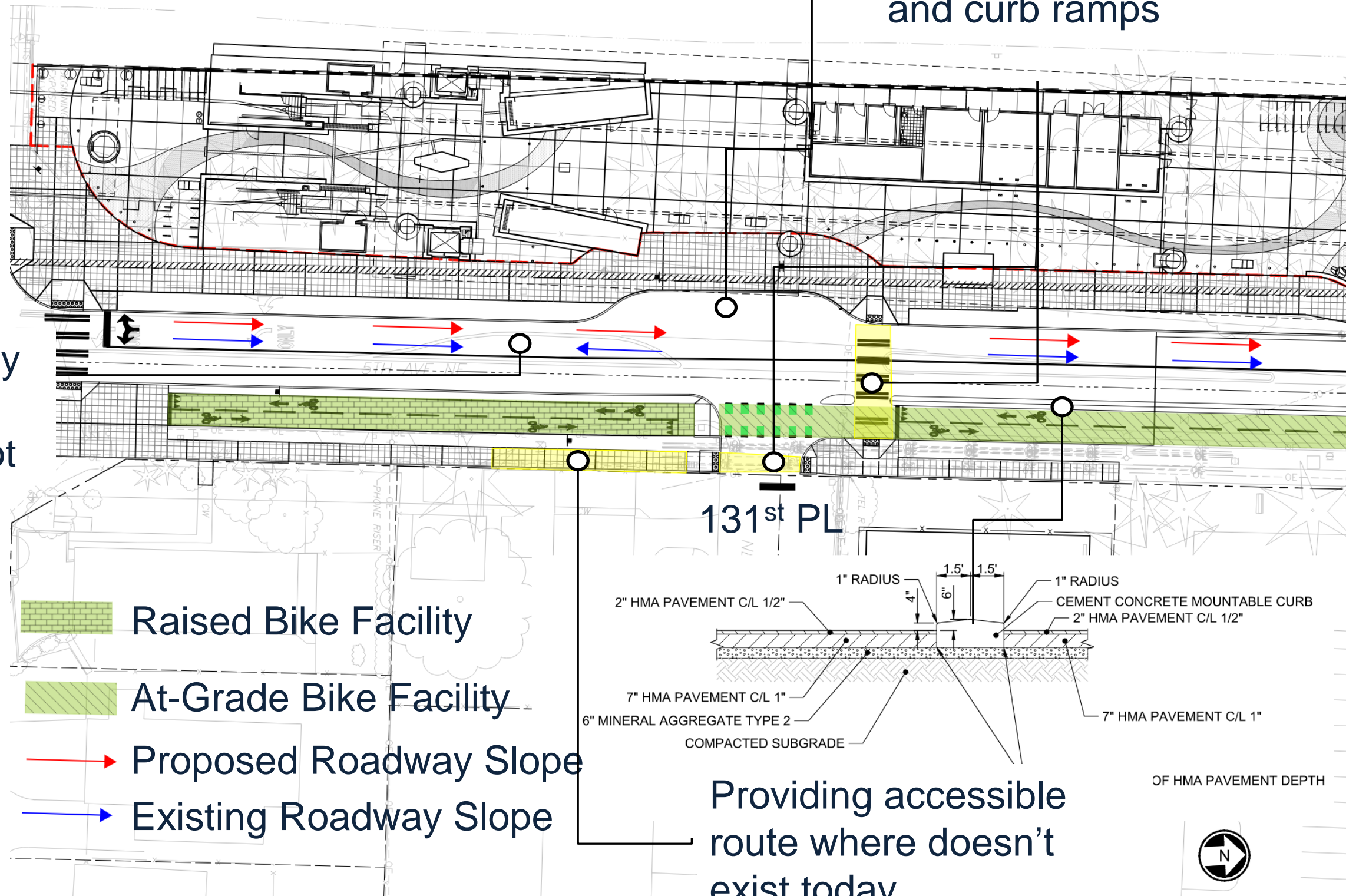


# 5<sup>th</sup> Ave NE

Paratransit Pullout

ADA Accessible crossing  
and curb ramps

Raised roadway  
to remove  
existing lowspot



Raised Bike Facility

At-Grade Bike Facility

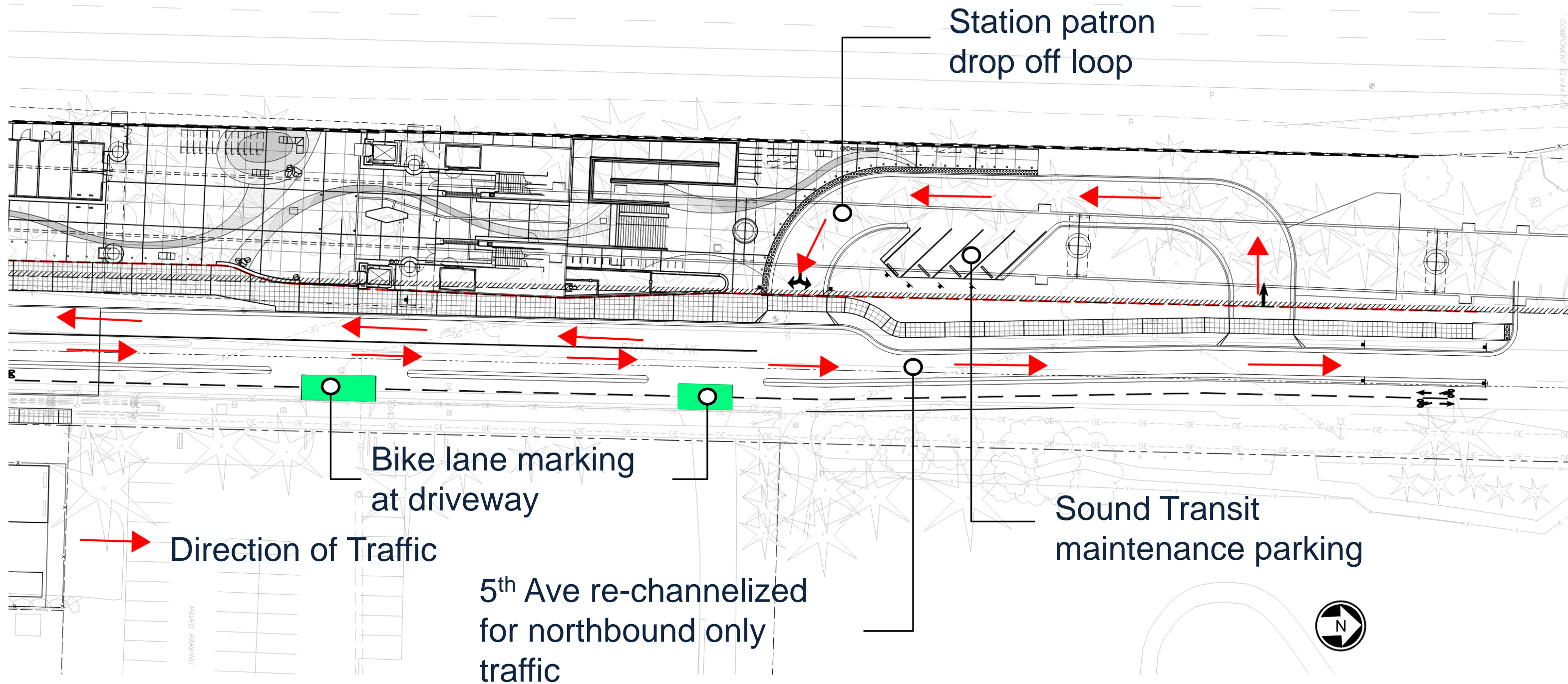
Proposed Roadway Slope

Existing Roadway Slope

Providing accessible  
route where doesn't  
exist today



# 5<sup>th</sup> Ave NE



# STATION DESIGN CONCEPT



# Plaza Design



- Vertical Circulation
- Ancillary Space
- Information & Ticketing
- Guideway Overhead
- Existing Curb
- B Proposed Bus Stop

Art locations near stairs

Signage, information kiosk  
and wayfinding path

I-5 planting re-evaluated

Additional trees along 5th Ave

East ancillary wall includes art

Crossing relocated to NE  
131st Pl

Bollards designed to separate  
vehicles from plaza

North plaza redesigned for ADA access

Thornton Creek concept expanded  
to stormwater management planter ➤



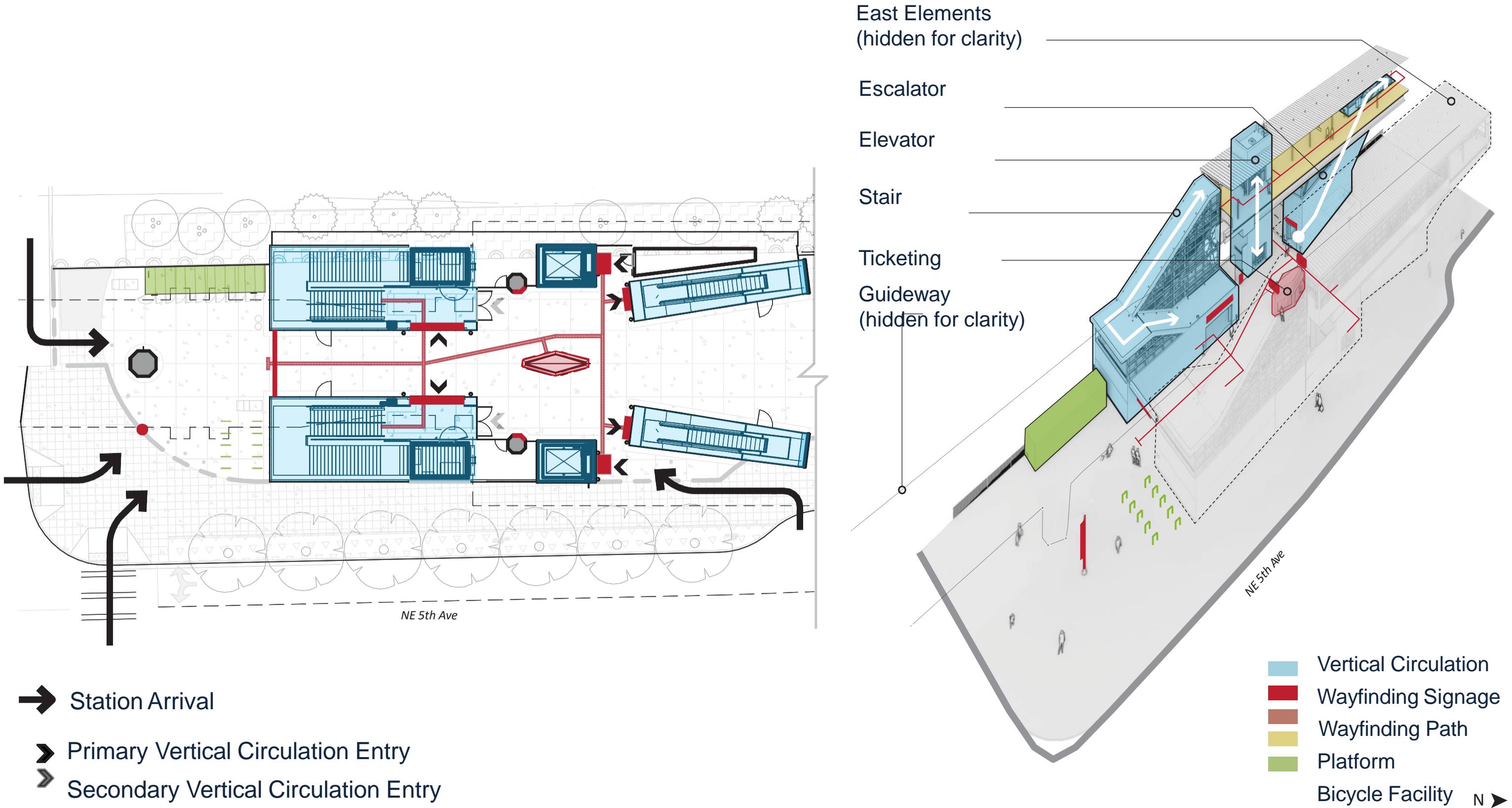
# *View from South Entrance*



Schematic placeholder art (artwork by Tiffany Hammonds)



# South Entrance Circulation





# View from North Entry

Clear station signage  
above all vertical  
circulation entrances,  
indicating destination

Pedestrian lighting along  
5th Ave NE

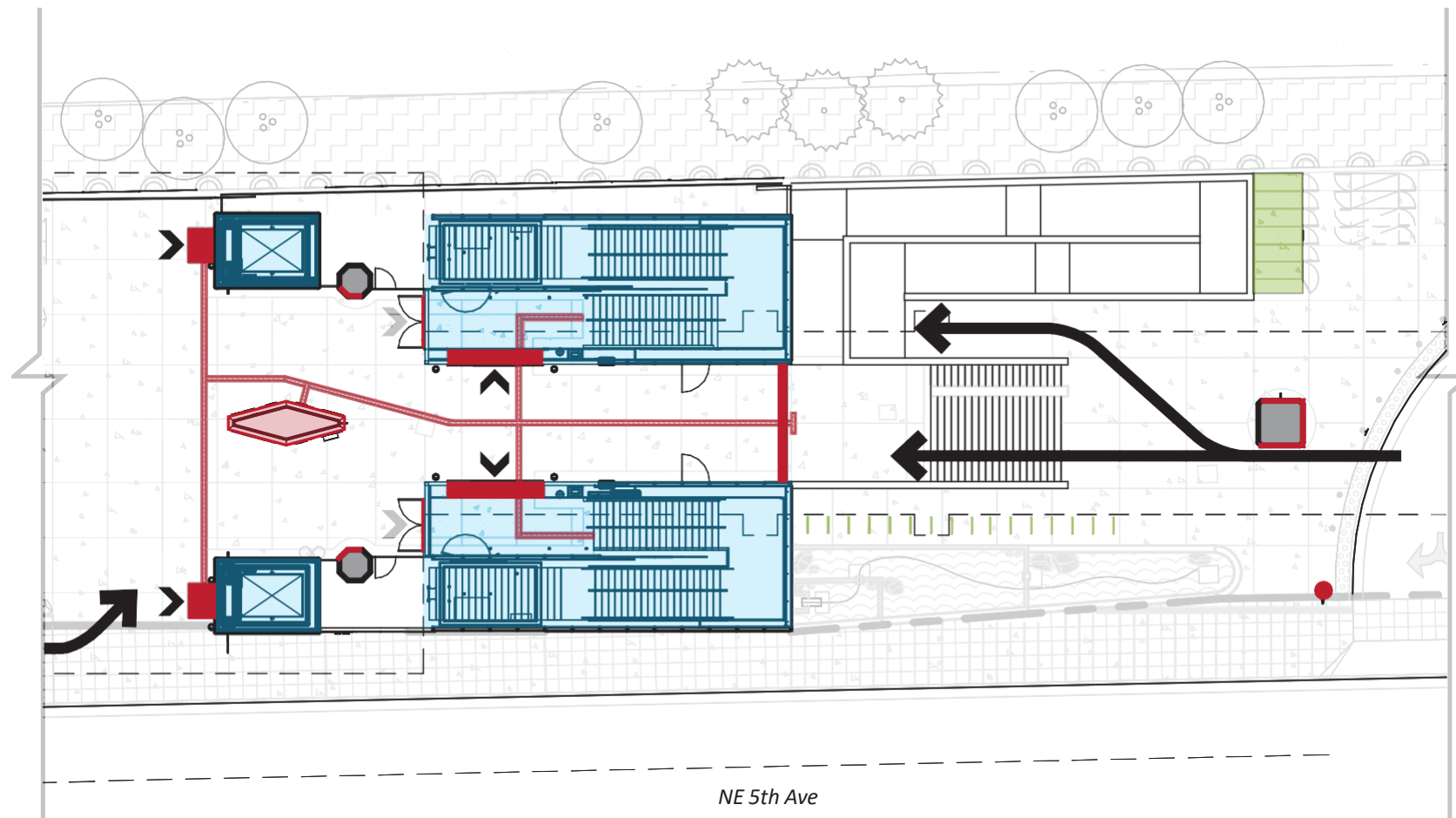
Bioretention planter  
that utilizes canopy  
water runoff



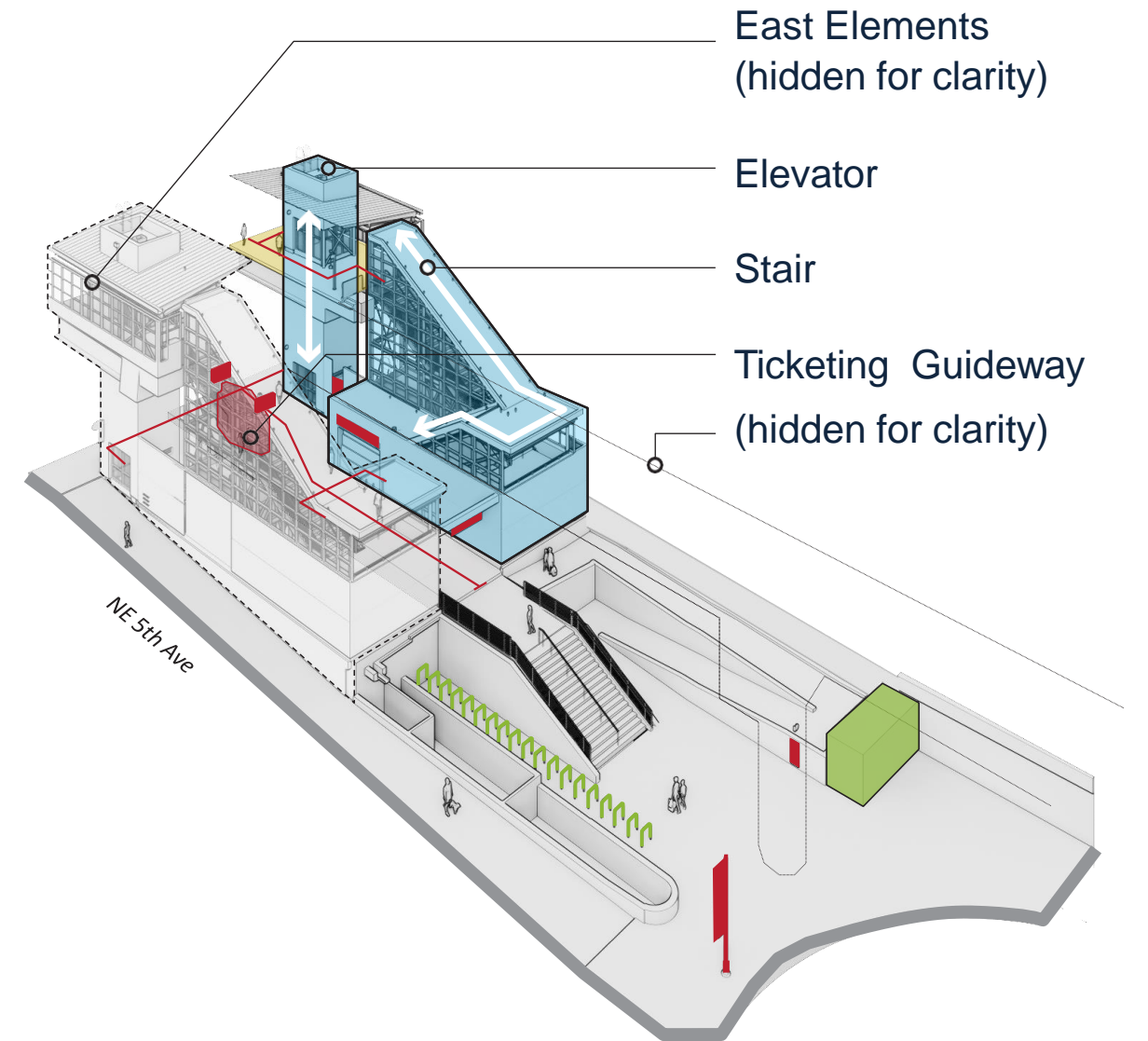
Schematic placeholder art (artwork by Tiffany Hammonds)



# North Entrance Circulation



- ➔ Station Arrival
- Primary Vertical Circulation Entry
- Secondary Vertical Circulation Entry



- Vertical Circulation
- Wayfinding Signage
- Wayfinding Path
- Platform
- Bicycle Facility

N ➤



# North Lobby

Variable message sign  
suspended to inform train times  
and other information

Station signage above all  
vertical circulation entrances  
indicating destination

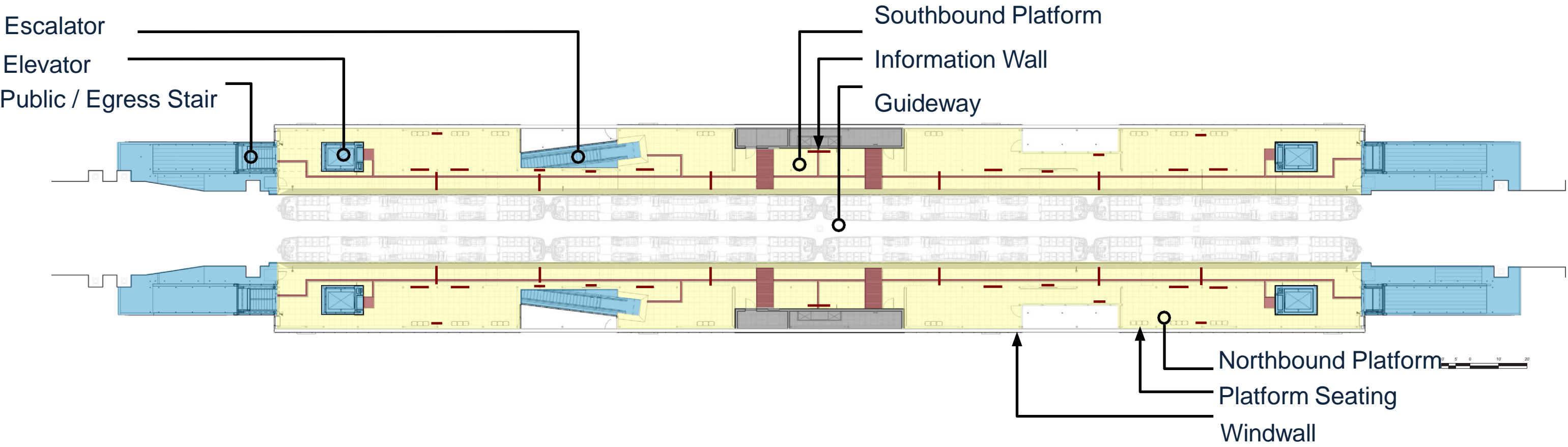
Ticket vending machine and  
information kiosk; centered in  
lobby with wayfinding information



Schematic placeholder art (artwork by Tiffany Hammonds)



# Platform Plan



- Vertical Circulation
- Platform Arrival
- Platform
- Wayfinding Path
- Wayfinding Signage
- Ancillary Space

# Southbound Platform View

Platform LED lighting

Blue feature color selected through outreach process

Clear station signage throughout station platform

Information Kiosk at center of platform

Tactile wayfinding path

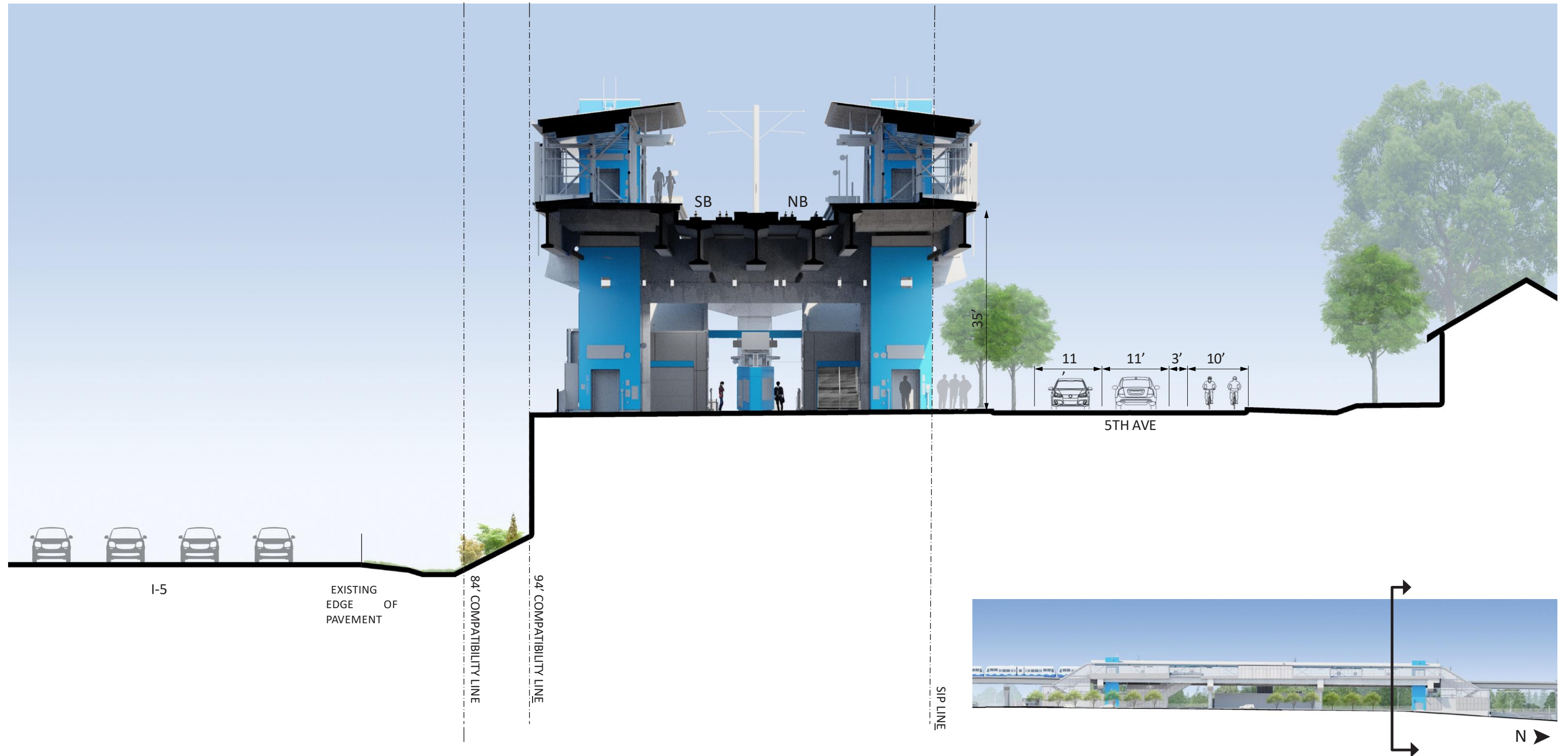




# South Lobby Section



# North Lobby Section





# *View from 5th Avenue NE*

East ancillary wall to host art  
visible to the public and station  
patrons

---

Paratransit pick-up and drop-off  
location

---

Street edge planting

---



Schematic placeholder art (artwork by Tiffany Hammonds)



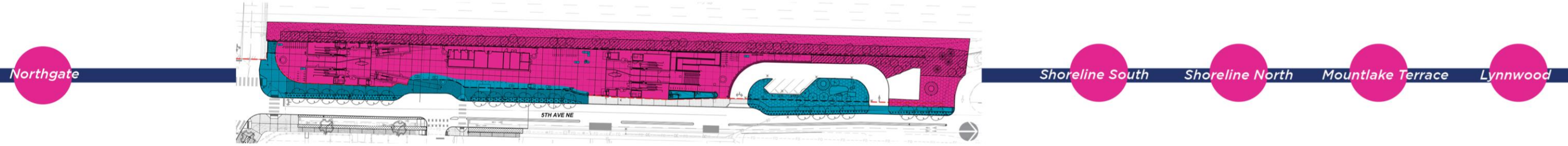
# *View from NE 130th Street Bridge*





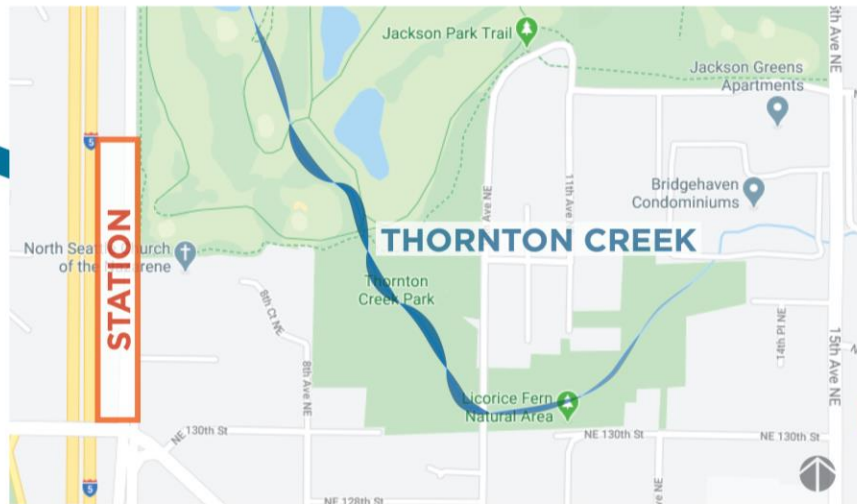
# STATION SITE IMPROVEMENTS

# Design Concept



## Regional Concept: Overall Light Rail Corridor – Lynnwood Link Extension

NE 130th Infill Station is one of many stations within a regional light rail system. Continuity is maintained between all the stations and corridor through the use of matching plant mixes and site elements such as paving pattern and site furnishings.



Context



Thornton Creek



Stream Inspiration: Stream cobbles, stream form

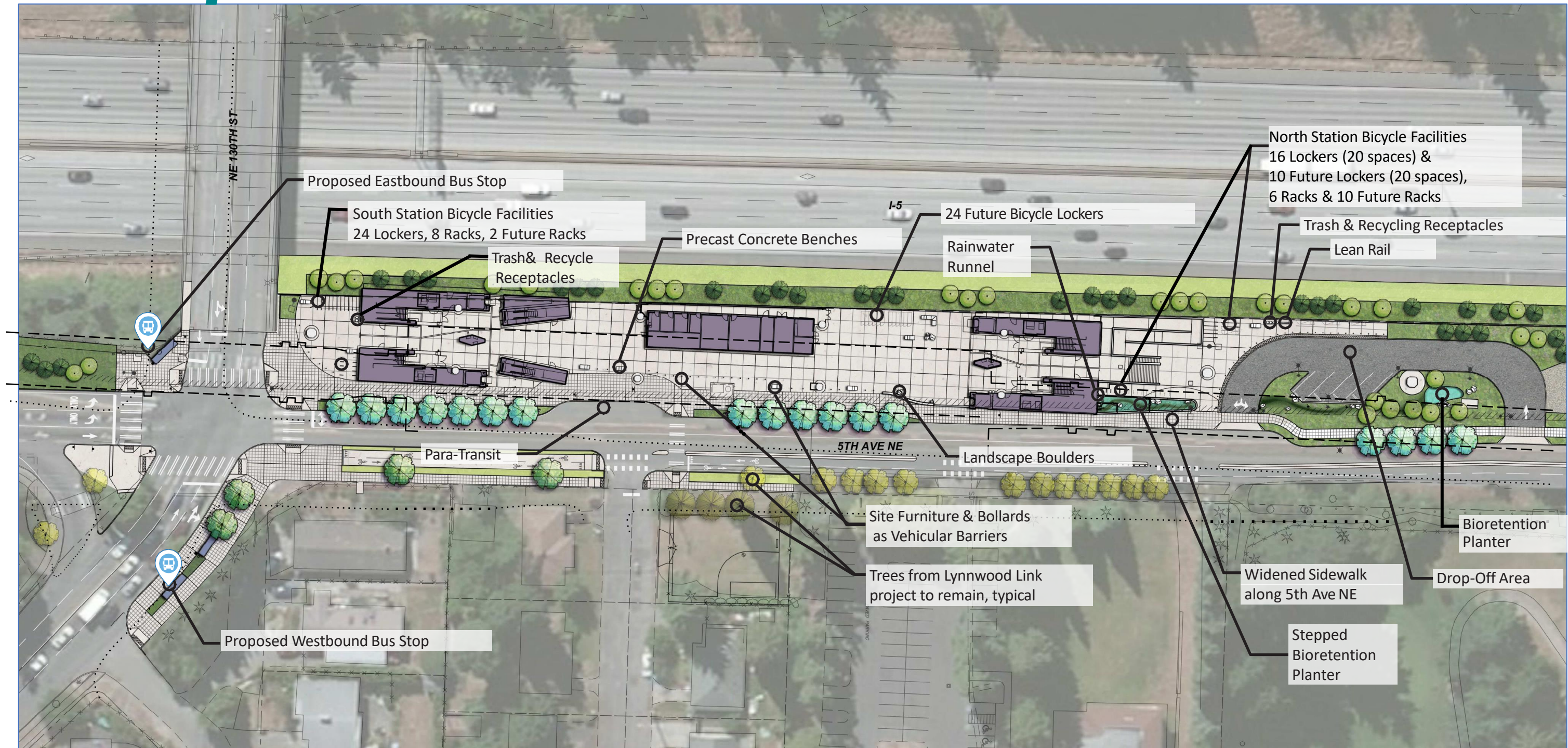
## Station Concept: Thornton Creek // Revealing flows of water

This concept is expressed by:

1. Revealing the **movement of water** through stormwater elements
2. Using landscape boulders to simulate **stream cobbles** and provide a naturalistic feel at the human scale
3. Using the form of plantings to mimic the **form of streams**



# Site Improvements



--- Guideway Overhead

..... Existing Curb

- Stormwater elements and the planting design strengthen the concept of revealing water flows, inspired by the nearby Thornton Creek
- We propose as many street trees along the West side of 5th Ave as much as possible, creating an informal allee with the trees across the street



# Site Furnishings Palette

TACTILE PAVING



BIKE RACK



BIKE LOCKER



RECEPTACLE



PEDESTRIAN LIGHTING



SEATING



BOLLARDS

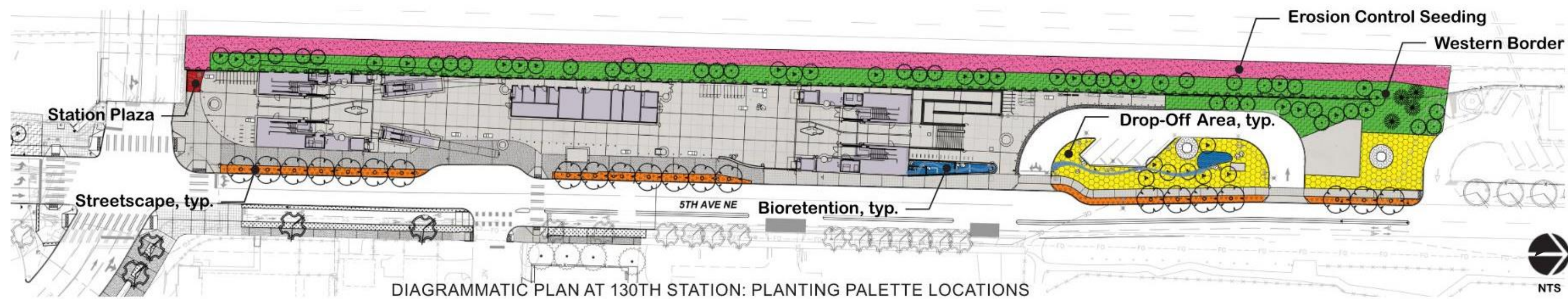


LANDSCAPE BOULDERS



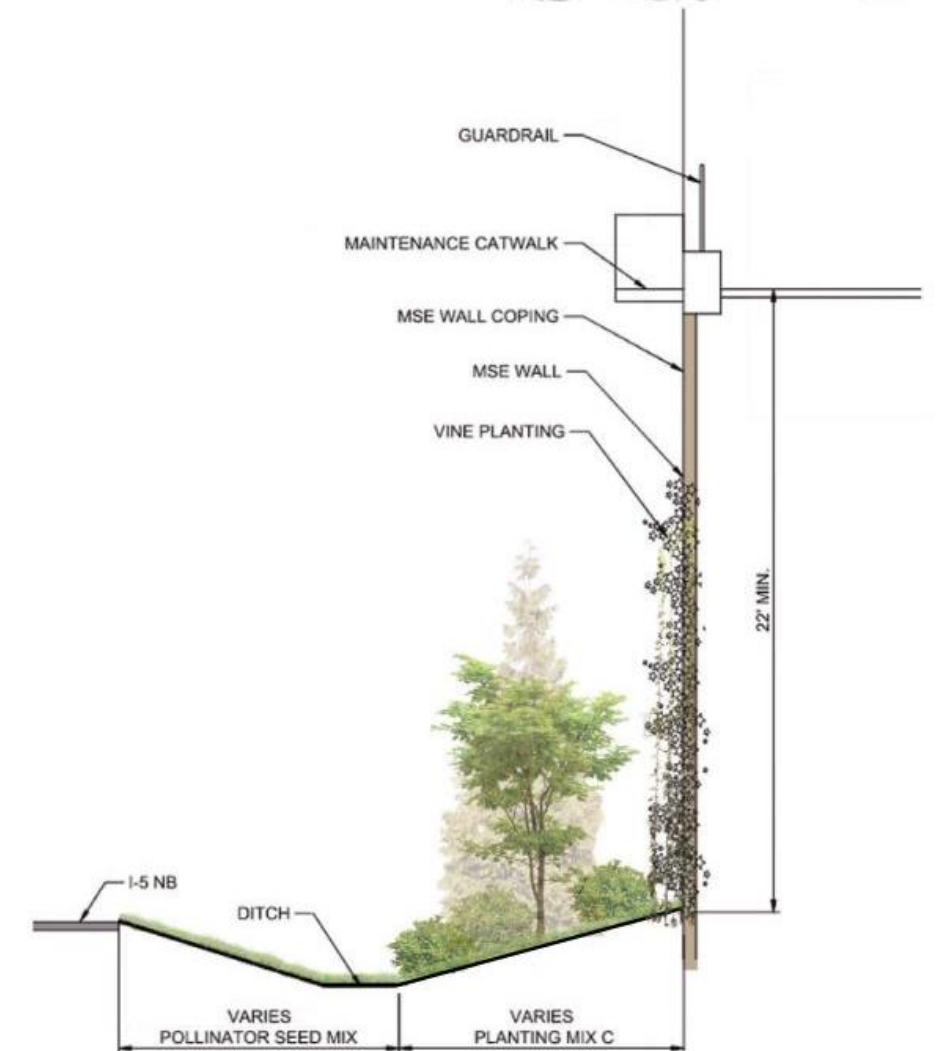
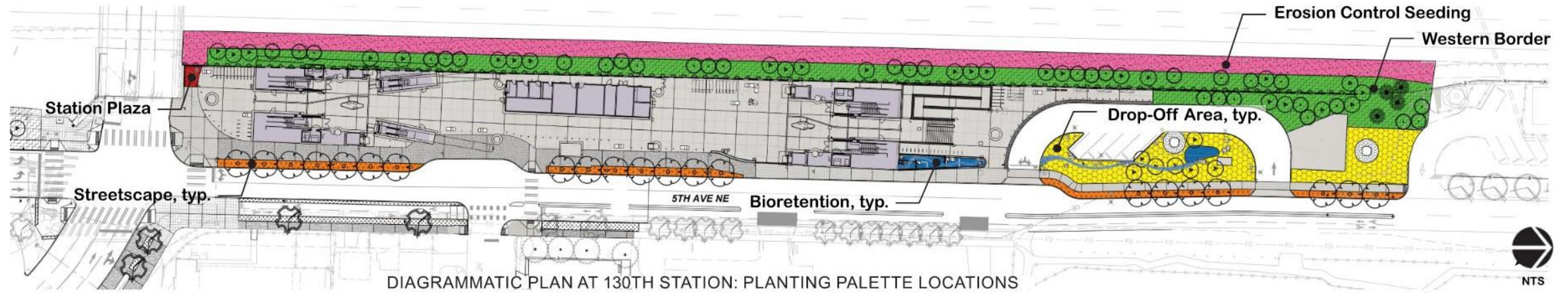


# Plant Palette





# Plant Palette

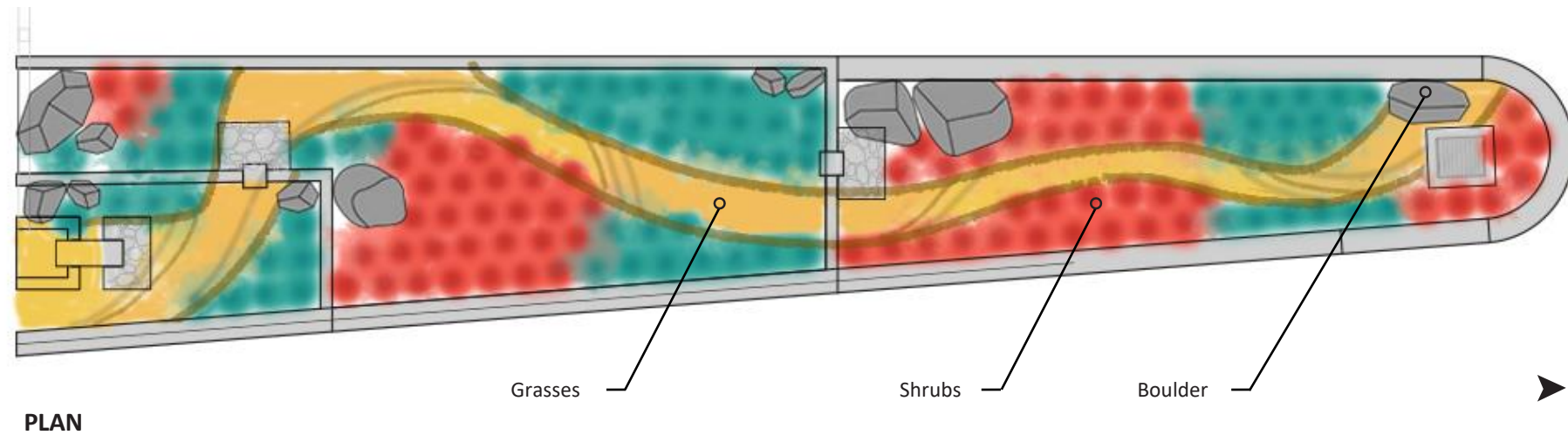


SECTION: PLANTING BETWEEN I-5 AND MSE WALL

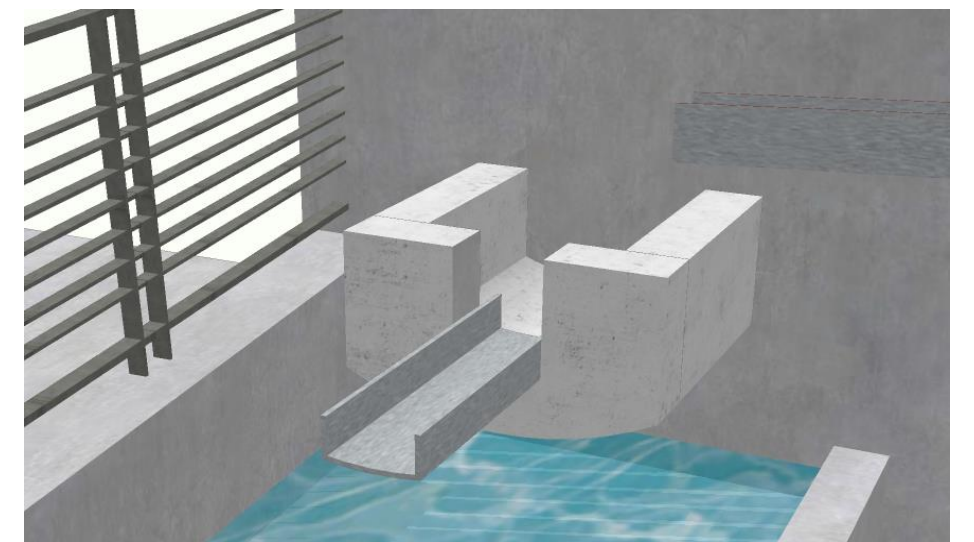
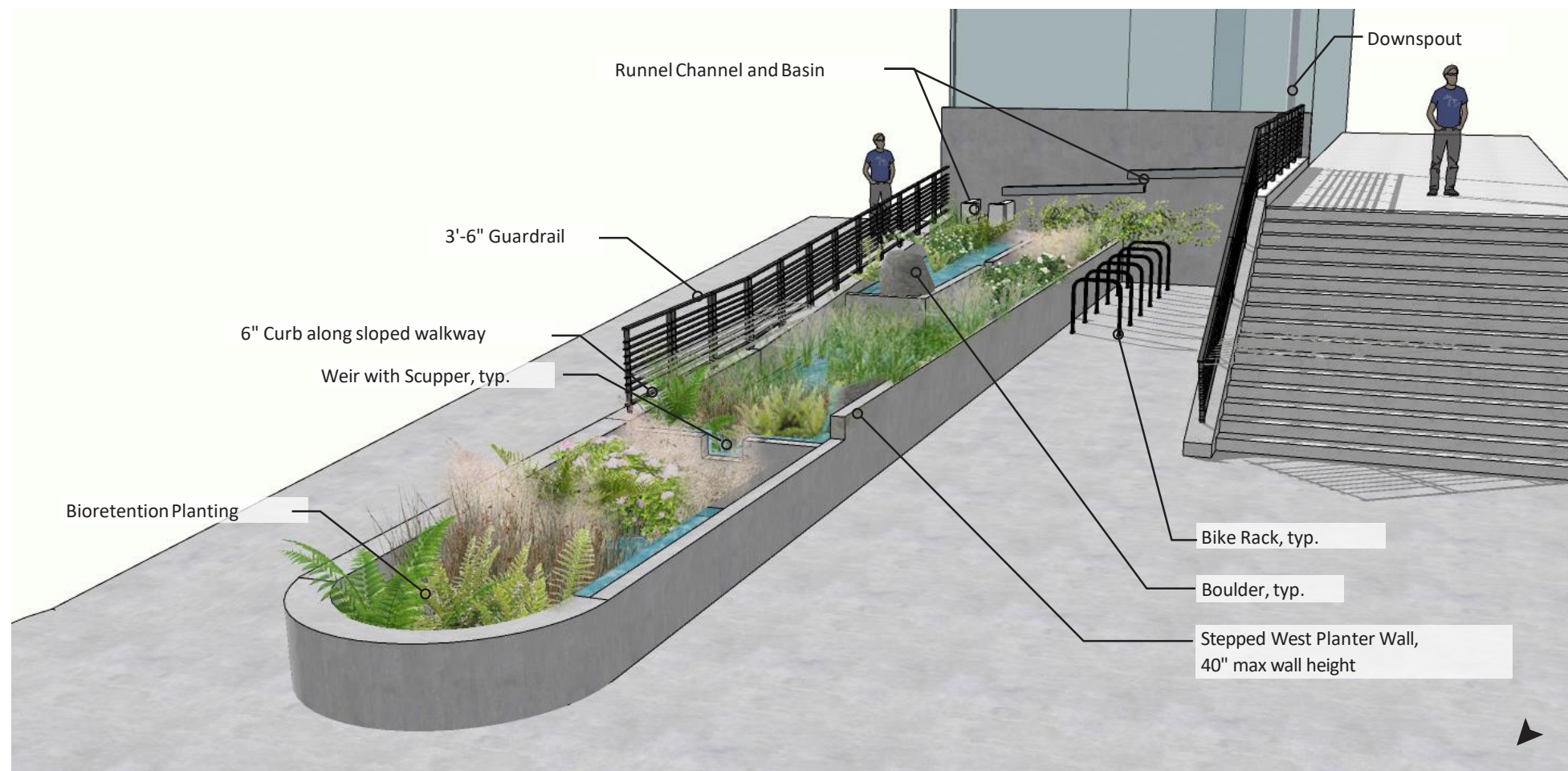
- Treatment along I-5 MSE wall includes small trees, native vegetation, and vines all along the wall
- Small trees and vines provide screening of the wall to I-5



# Bioretention – North Plaza, Stepped Planter



CHARACTER IMAGES: Runnel and Scupper

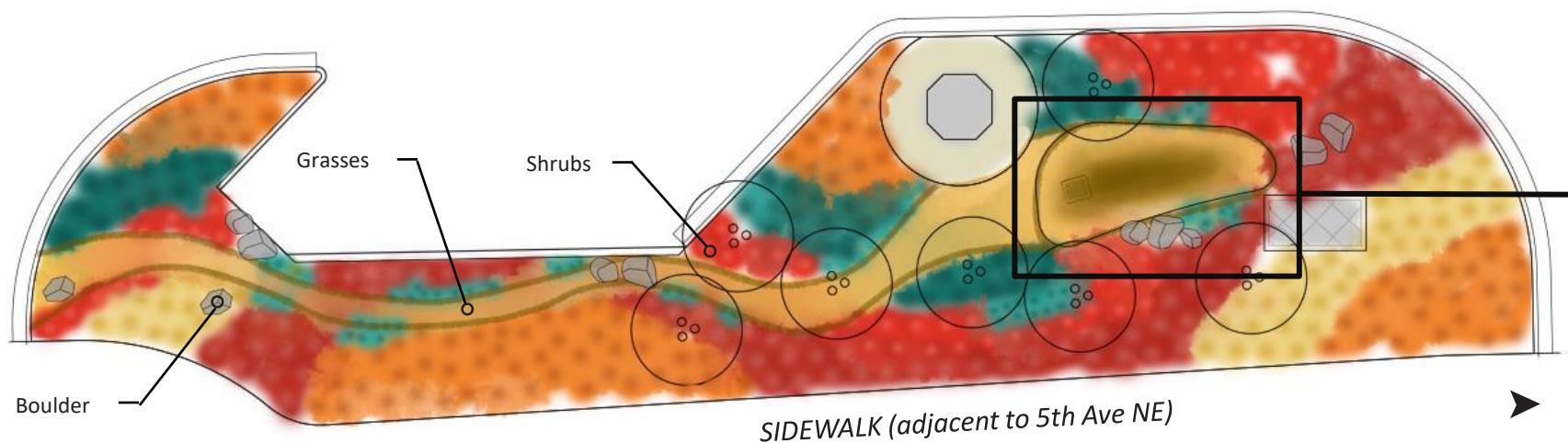


ENLARGEMENT: Concrete Basin

1. Rainwater from roof flows to downspout to the decorative runnel and basin.
2. Stormwater cascades from the basin into the tiered planting areas, irrigating the water-loving plants.
3. Pollutants in the water are treated through infiltration into the soil.
4. Stormwater structures in the planting area prevent excessive flooding and overflow during large storm events.

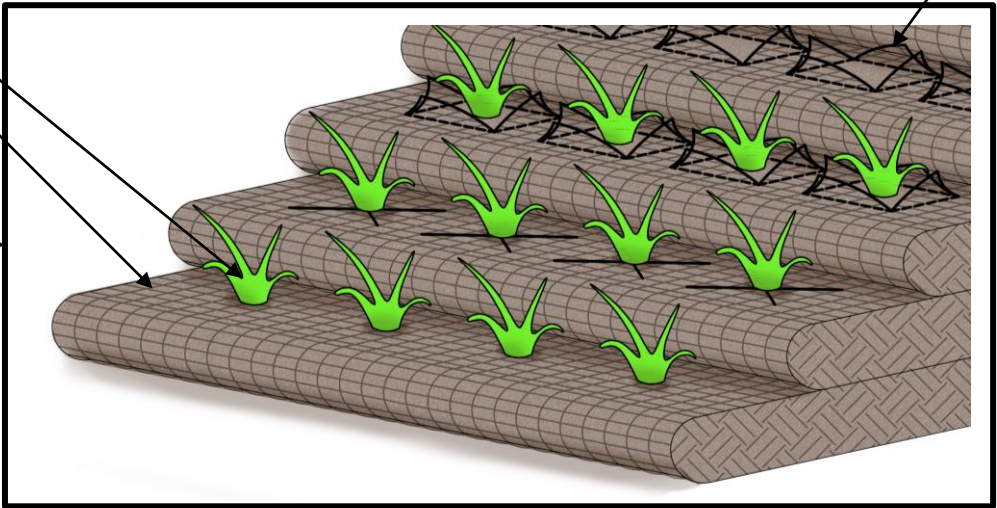


# Bioretention – Geotextile Planter

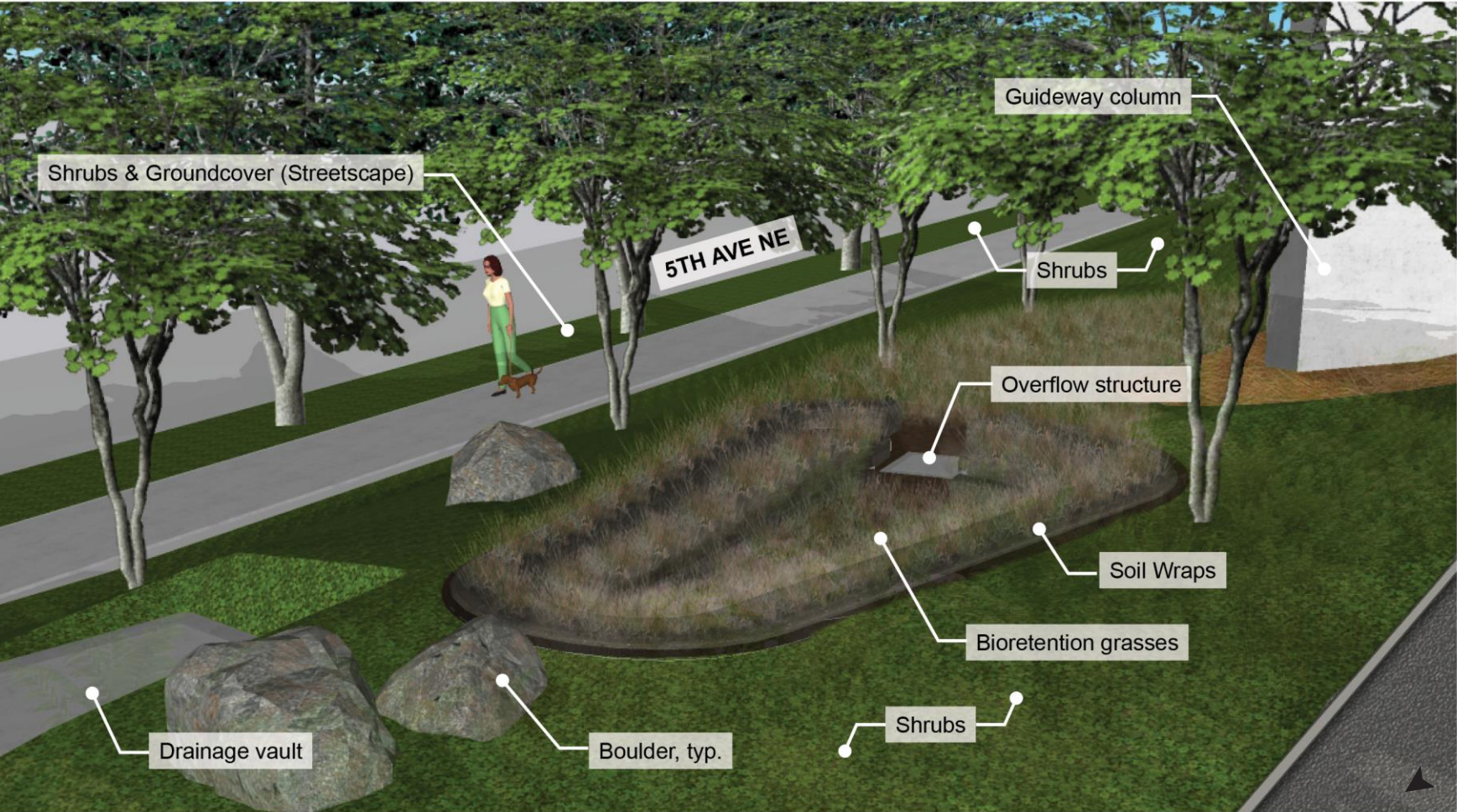


PLAN

Planting  
Geogrid



AXON



PERSPECTIVE

*This planting area functions as a bioretention. Soil is wrapped with geotextiles and geogrids to create organic retaining walls that address the grade change. Water loving vegetation will be planted at each level.*



PRECEDENT:  
Thornton Creek Water Quality Channel project



**STart AT NE 130<sup>TH</sup>  
STATION**

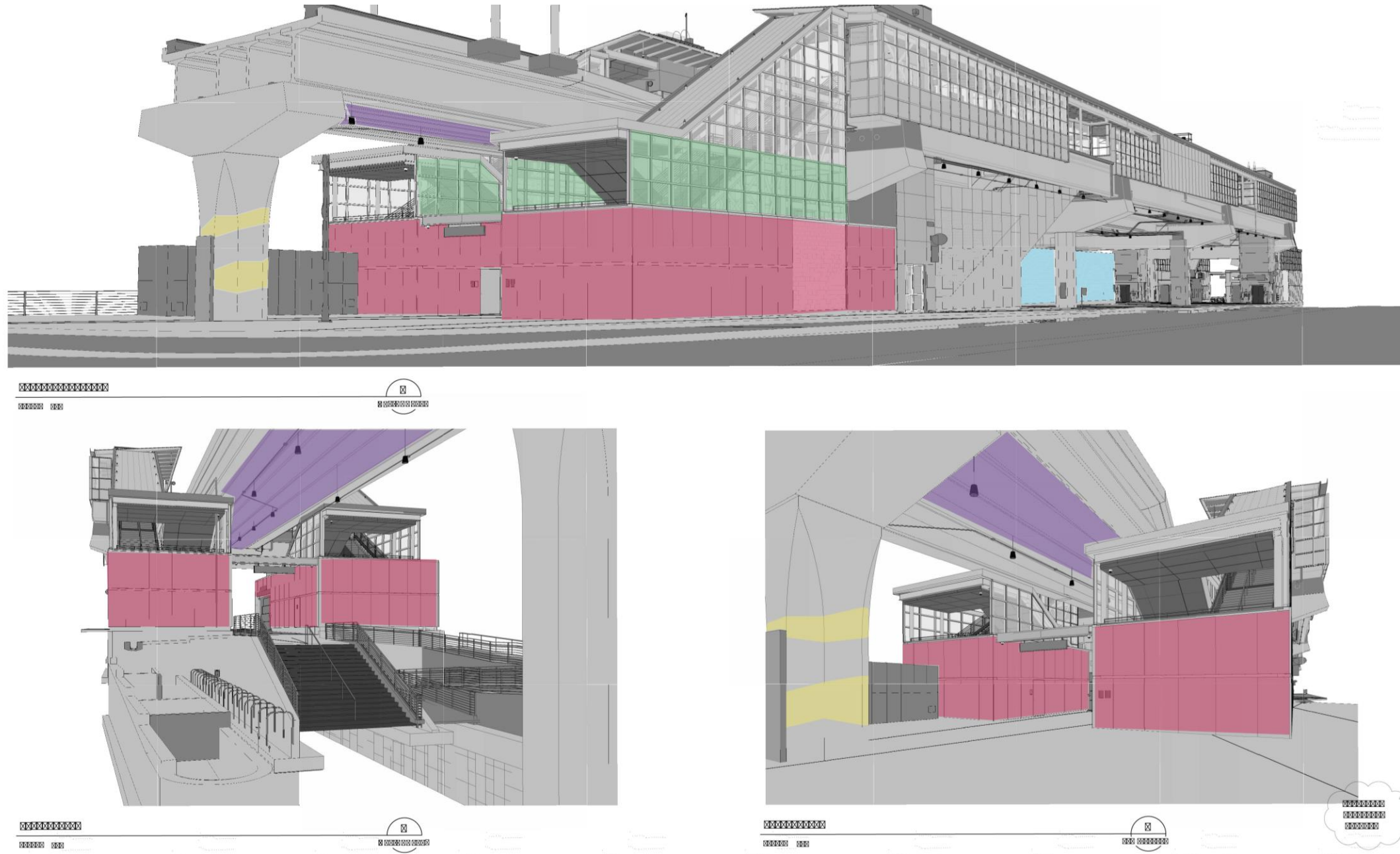


# *S*Tart Program - Overview





# Public Art Development - Potential Locations



## Goals and aspirations

- Enhance wayfinding / delimitate transition spaces
- Reflect community character
- Provide an unexpected, joyful experience



# *Public Art Development*



South Entry - Schematic art placement (example artwork by Tiffany Hammonds)



# *Wayfinding/Transitional space*



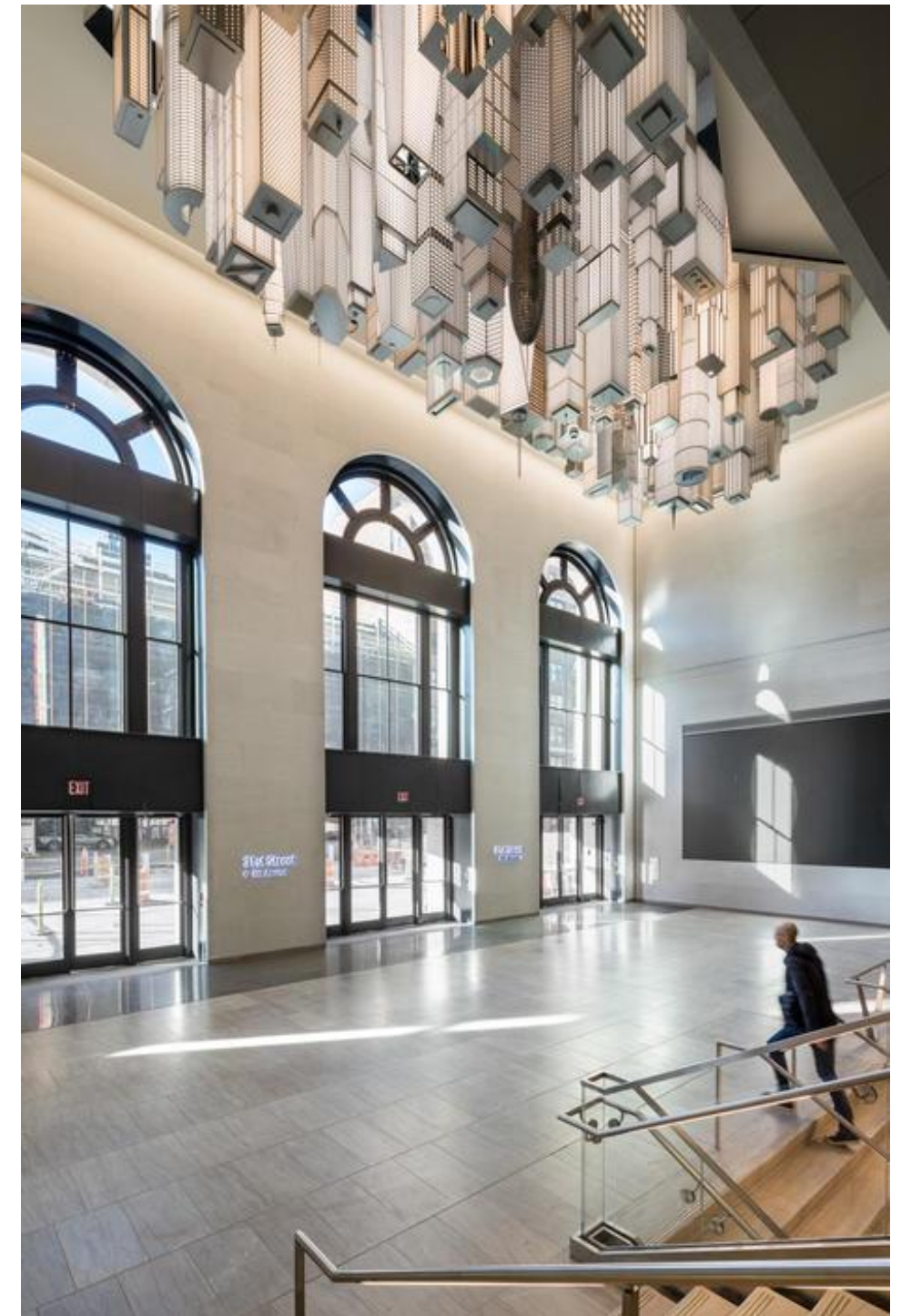
Pont Cardinet Metro Station, Paris, Tobias Rehberger



# *Sense of space*



South Bellevue Station, Vicki Scuri



Penn Station, Moynihan Train Hall,  
NYC, Elmgreen & Dragset



# *Experiential Artwork*



Chicago Transit Authority, Garfield Station, Nick Cave



# *Public Art Development*



Interior view - Schematic art placement (example artwork by Tiffanny Hammonds)



# SUSTAINABILITY



# Sustainability & LEED Transit

**LEED Silver is required. Gold is the target.**

- NE 130<sup>th</sup> Station is the second in the U.S. to achieve LEED GOLD

## ACCESS



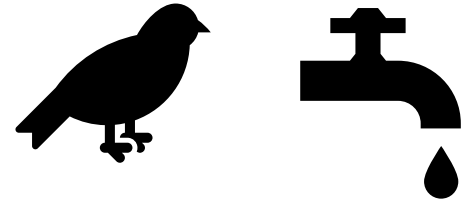
Bicycle facilities

**Pedestrian access and  
intermodal  
connectivity**

**Universal accessibility**

Community  
Engagement

## ENVIRONMENT



Resiliency Study

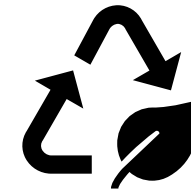
Protecting and restoring  
habitat

Water use reduction

Heat island

Light pollution reduction

## MATERIALS

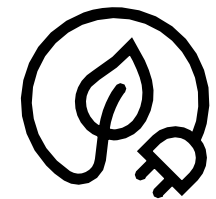


Station life cycle impact  
reduction

Sustainable materials

**Tracking Low Carbon  
Materials**

## ENERGY



Optimizing energy use

Advanced metering

Enhanced  
Commissioning



# C3 Sustainability Strategies Highlights

## Intermodal connectivity and placemaking

- Access to bike networks, bus, and connections to commuter rail, ferry, and the airport.

## Universal accessibility

- Tactile wayfinding on floors, signage, and directional handrails
- Audio/visual chimes on trains

## Low carbon construction materials

- LCA demonstrates 10% reduction in impact during design
- EC3 Tool- Tracking carbon impact of materials in construction



*Photo courtesy of Sound Transit*

# Questions & Comments

*Thank you.*



 [soundtransit.org](https://soundtransit.org)

