



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Graham Black

Malika Kirkling

Laurel Kunkler

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

April 7, 2011

Convened 8:30 am
Adjourned 4:00 pm

Projects Reviewed

Fire Station 20 – Queen Anne Interbay
Yesler Terrace Redevelopment
Homeless Place of Remembrance
First Hill Streetcar

Commissioners Present

Tom Nelson, Acting Chair
Malika Kirkling (excused from 8:30am-11:00am)
Laurel Kunkler (excused from 3:00pm-4:00pm)
Julie Parrett (excused from 1:00pm-4:00pm)
Osama Quotah
Donald Vehige

Commissioners Excused

Julie Bassuk, Chair
Graham Black
Norie Sato

Incoming Commissioners Present

Debbie Wick-Harris

Staff Present

Valerie Kinast
Tom Iurino



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April 7, 2011

Project: **First Hill Streetcar**

Phase: Concept Design

Last Reviewed: Mar 18, 2010; Jun 1, 2006

Presenters: Ethan Melone, SDOT
Darby Watson, SDOT
Jon Styner, Waterleaf Architecture
Katharine Brendle, URS Corporation

Attendees: Gary Johnson, DPD
Julie Blakeslee, URS Corporation
Lloyd Douglas, Cascade NC
Patricia Hopper, Office of Arts and Cultural Affairs
Terry Plumb, SDOT

Time: 2pm – 4pm

DISCLOSURES

Commissioner Vehige disclosed GGLO is working on the Yesler Terrace Redevelopment project.

Commissioner Kunkler disclosed SVR is working on the Yesler Terrace Redevelopment project.

Commissioner Kirkling disclosed she works at IBI Group.

PRESENTATION

The design team presented the schematic design of the First Hill streetcar, a 2.5 mile line from Pioneer Square, through the International District and First Hill, to Capitol Hill. The project includes 10 stops with a mix of side and center platforms, an art and landscape program, traffic and train signals, an overhead contact system, utility relocations, and a maintenance facility. Sound Transit is funding this line in lieu of original plans to provide a light rail station on First Hill as part of University Link. URS is the design consultant for alignment, station locations, track and roadway design, platforms. The artist team is responsible for the shelters; the Public Art Advisory Committee already approved them. The maintenance facility design is by Waterleaf Architecture.

ACTION

The Design Commission thanked the design team for its First Hill Streetcar presentation. The commission divided its action and comments into three components: alignment, maintenance building, and shelters and platforms.

Streetcar Alignment

By a vote of 5-0, the Design Commission approved conceptual design of the alignment with the following comments:

- **Develop plans for traffic calming on neighborhood streets adjacent to Broadway. The plan to reduce Broadway to a single lane shared by autos, buses and the streetcar may divert unwanted auto traffic into the neighborhood.**
- **Design the Occidental Park stop and develop a management plan to provide safe and adequate access for the large numbers of pedestrians that travel to and from the stadiums. The occasional high volumes of pedestrian traffic should not interfere with the on-time arrival and departure of the streetcar.**

- Design the entrance and exit of the bike mixing zone at Yesler and Broadway to prevent conflicts with pedestrians in the crosswalk.

At the next review, the commission asked the team to bring images of Copenhagen's left-turn bike boxes at a scale that is easy to see.

Commissioners Bassuk, Black, Sato, Parrett did not attend and did not vote.

Commissioner Wick-Harris abstained from voting because she is not yet confirmed.

Streetcar Maintenance Building

The commission stated that the maintenance building is going in the right direction. By a vote of 5-0, the Design Commission approved conceptual design of the maintenance building with the following comment:

- Refine the transition from the sidewalk to the shed.

Commissioners Bassuk, Black, Sato, Parrett did not attend and did not vote.

Commissioner Wick-Harris abstained from voting because she is not yet confirmed.

Streetcar Shelters and Platforms

The commission applauded the idea of integrating art and architecture in the development of the shelters and platforms. By a vote of 5-0, the commission denied conceptual design with the following comments:

- Move beyond the concept of integrating art and architecture and provide more detail on how the shelter pieces will come together. Further develop the kit of parts and demonstrate to a fine level of detail how it will be executed.
- Provide more clarity between the three streetcar stop types. The lack of clarity has hampered the design. Develop 3-D drawings, with and without the streetcar, from a variety of views for each typical station type to demonstrate how the design will be applied in different locations.
- Develop the platform shelter designs for comfort, safety and aesthetics. Provide amenities, such as seating and overhead weather protection, at the stops for riders. Design the canopies not solely as art but also as functional weather protection that works for Seattle's climate and the frequency of streetcar trips. Some stops may have more amenities than others, depending on the typology of the stop.
- Provide ample capacity for people to wait at the streetcar stops that are adjacent to the curb (curb extensions). People who are waiting for the streetcar should not interfere with pedestrians walking on the sidewalk.
- Better clarify team coordination and the roles between the shelter artist, industrial designer and transportation consultant. The different teams seem to be affecting clarity of design.
- Further develop the plazas adjacent to stops and pursue partnerships with the neighboring hospitals and Seattle University to facilitate their development. Both offer great opportunities.
- Provide adequate levels of lighting to allow riders to comfortably wait on the platform, read the information displays and conduct other tasks. Do not be afraid of integrating lights with the structure.
- Refine the colors. The palette presented doesn't enhance the structure and is too elementary and suburban.
- Develop a single sign or symbol to help the public navigate all transportation including bus, light rail, streetcar.
- Reflect neighborhood (Pioneer Square, ID, Little Saigon, Yesler Terrace, Broadway etc.) history, diversity and vibrancy in the shelter design. The shelter and platform designs are too rigid as shown and it is unclear how they can be adapted to specific conditions in an elegant, unforced manner.

- Simplify or delete the railing. It shouldn't compete with the art.

Commissioner Kirkling voted no because it was a conceptual design for a sculptural element not for a platform. Commissioner Quotah voted no because the design as presented was too rigid and it is unclear how the design could be adapted to different places and conditions; some attention needs to be placed at the various stops to acknowledge the neighborhoods.

Commissioner Vehige voted no because the design of platform shelters was confusing and unresolved. The drawings and graphics of the shelter design were not clear enough to understand the intended built form. In addition, specific elements of the overall station/stop designs were presented in isolation from the other elements, which required us to imagine the pieces put together to create the overall station/stop designs. Independent elements included: railings; shelter structure; platform shape, dimensions, paving; plazas, etc. All parts needed to be presented together as a complete concept for stations/stops. Each of the three stop types that were mentioned in the presentation needed to be shown as holistic design proposals.

Commissioner Nelson voted no because the platforms were not completely represented as concepts and that the team should return with revised concepts.

Commissioner Kunkler voted no because the shelters needed a lot of attention, too much to assume that a simple string of comments with a "yes" vote will bring about the changes needed.

Commissioners Bassuk, Black, Sato, Parrett did not attend and did not vote.

Commissioner Wick-Harris abstained from voting because she is not yet confirmed.