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**Mary Fialko**

**Malika Kirkling**

**Laurel Kunkler**

**Tom Nelson**

**Osama Quotah**

**Julie Parrett**

**Norie Sato**

**Donald Vehige**

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## **APPROVED MINUTES OF THE MEETING**

**November 17, 2011**

Convened 11:00am  
Adjourned 4:30 pm

### **Projects Reviewed**

First Hill Streetcar  
Tiger Asian Bear Exhibit  
Maple Leaf Reservoir Park

### **Commissioners Present**

Julie Parrett, Chair  
Mary Fialko (excused from 1:45pm-3:00pm)  
Malika Kirkling  
Lolly Kunkler (excused from 2:40pm-3:40pm)  
Tom Nelson  
Norie Sato  
Debbie Wick-Harris  
Don Vehige

### **Commissioners Excused**

Osama Quotah  
Julie Bassuk

### **Incoming Commissioners Present**

Mary Fialko

### **Staff Present**

Valerie Kinast  
Tom Iurino



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<b>November 17, 2011</b>	<b>Project:</b>	<b>First Hill Streetcar</b>
	<b>Phase:</b>	Design Development
	<b>Last Reviewed:</b>	Jul 21, 2011; Jun 16, 2011; April 7, 2011; Mar 18, 2010
	<b>Presenters:</b>	Ethan Melone, SDOT Deb Guenther, Mithun Dottie Faris, Mithun
	<b>Attendees:</b>	Claudia Fitch, Artist Cynthia Padilla, Sound Transit Jonathon Bregman, Seattle University Mark Dorn, URS Rebecca Frestedt, DON Robert Schwartz, Seattle University Ruri Yampolsky, Arts and Cultural Affairs Sherry Williams, Swedish Medical Center

**Time:** 9:00am-11:00am

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## Disclosure

Commissioner Nelson works for Mithun but is not working on the project.

## Presentation

The design team presented the design development of the First Hill Streetcar, a line with 10 stations that connects Pioneer Sq. to Capitol Hill. The shelter design and features will be similar to the South Lake Union streetcar shelters; the shelters will appear subtle and neutral, allowing the surrounding neighborhoods to stand out.

The team presented recent changes and refinements to the project's design, including shelter furniture, branding, and wayfinding. Most notably, the team enhanced the streetscape across Broadway from the Marion plaza to create a district comprised of Seattle U and Swedish Hospital and moved the plaza's shelter closer to the platform. The team varied the widths of the baffle's planting and paving widths to create more variety. The team also presented detailed plans of the Yesler Terrace stop, which read both as a large field but also directed pedestrians and cyclists, and the cycle track separation, which included either paint, planters or art bollards. The artist presented her work, beads on poles, to represent the project's stitching of neighborhoods together.

## ACTION

**The Design Commission thanked the design team for its clear presentation of the First Hill Streetcar. The commission appreciated the expansion of the streetscape design to include the Seattle University side of Broadway; it also appreciated the move of the shelter closer to the platform at the Marion Plaza stop. By a vote of 6-1, the commission approved the design development, with the following comments:**

- **Ensure through establishment of a city policy or other legal means that the ROW on which the Terrace and Boren plazas are built will not convert back to road use.**
- **Minimize visual clutter around and in the stations by making sure all the elements create a cohesive whole. Consider carefully through image and model how the artwork, pavement, shelter glass, various colors and signage all work together. Work with the artist to make sure the artwork elements and the station work together and that the station elements support the**

artwork and that they are better connected. Simplify patterning used at platforms if they do not contribute to creating an integrated place. Do not use both the elevation story and a neighborhood image in the same ground plane. If stations feature a neighborhood image in the ground plane, reflect this image, if one is used at all, in the shelter as well. Do not use an unrelated image in the glass; design the image in the ground plane and shelter as one unit rather than as a series of parts.

- Consider all cultural groups that lie near a streetcar stop, specifically the Jackson and 5<sup>th</sup> streetcar stop, when developing a name and graphics for the stops. Recognize that there is more than one cultural group in particular at stops in the International District when selecting images and names used to express the neighborhood's identity, but also keep this in mind in other neighborhoods.
- Use the "elevation" motif for stops along the First Hill line rather than a series of more neighborhood-specific images. Consider adding one more identification element to make the elevation story embedded in the ground plane more legible. The story and its representation are good, but it is still too abstract.
- While the care for developing the color palettes has been good, explore giving the plantings more punch and focus beyond the general scheme.
- Move the cycle track at the Yesler Terrace stop further north to prevent bicyclist conflicts with pedestrians.
- Designate one or more places within the two plazas or within the adjacent ROW for bike racks to enable SDOT to easily add racks later should they be needed.
- Do not use the planters to separate the cycle track from the roadway; use the art bollards.
- Reconsider the size of the smaller landscape elements at the Yesler Terrace streetcar stop; these areas are too small for planting to survive and thrive over time.
- Consider the design and location of the design of the traction power substations more holistically. They are unique, sizable buildings set in locations visible from and within the public realm and deserve investigation for integration beyond simple cladding choices.
- Develop system-wide policies to govern the branding of the shelters, including advertising and neighborhood identification.
- Distinguish the streetcar from the bus on the wayfinding signs. While integrating the streetcar on familiar Metro signs is a good approach, it should be more obvious that a stop serves two modes of transportation. Thoughtfully choose the color that represents the streetcar on the station signs and how it might fit in with a system-wide color scheme for streetcar line identification. The proposed red might mistakenly convey to the public that the stop also serves Rapid Ride, Metro's BRT, which uses red as the primary color in its branding.

Please allow for later input by the commission on the comprehensive system-wide approaches for the following:

- Traction power substations: details and options for integrating the traction power substations into the urban fabric.
- Branding the shelters/stops: details and options for how to accommodate adjacent neighbors (such as Swedish Hospital and SU) as well as when the stop does not have significant neighbors interested in branding (such as along 14<sup>th</sup> St) as well as when there are multiple groups who may be interested in branding (such as the multiple cultural groups in the ID).
- Wayfinding signage: details and options for color and graphics, how to integrate other modes of transportation, how to distinguish between different streetcar lines, etc.

Commissioner Sato voted no because the elements did not come together as a unit, leaving too many unresolved issues at this late stage in design.