

# Guiding Principles for Light Rail Facility Design

February 29, 2016  
City Council Meeting

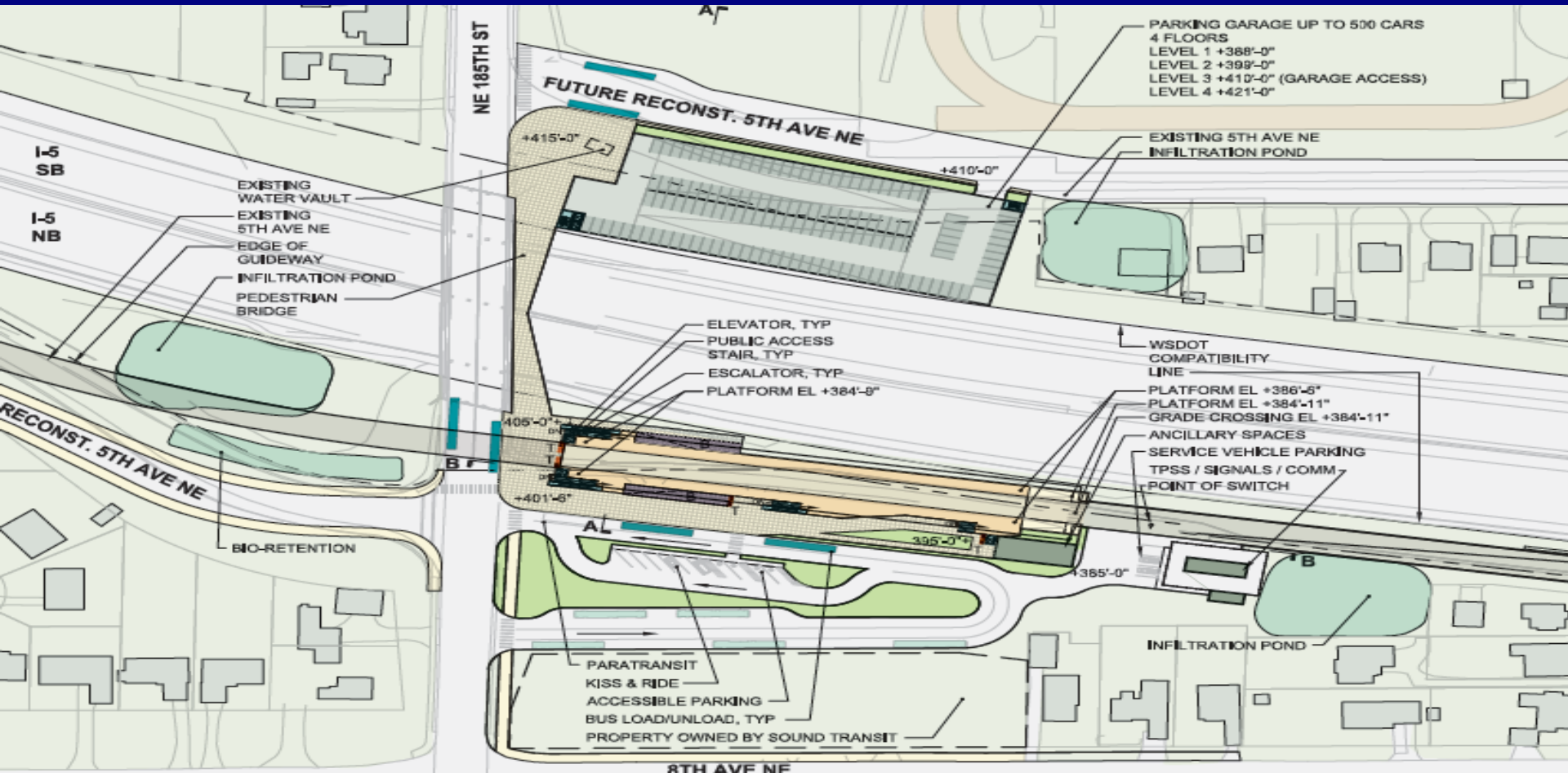


# January 27 Open House: Preparing for Sound Transit's Design Process

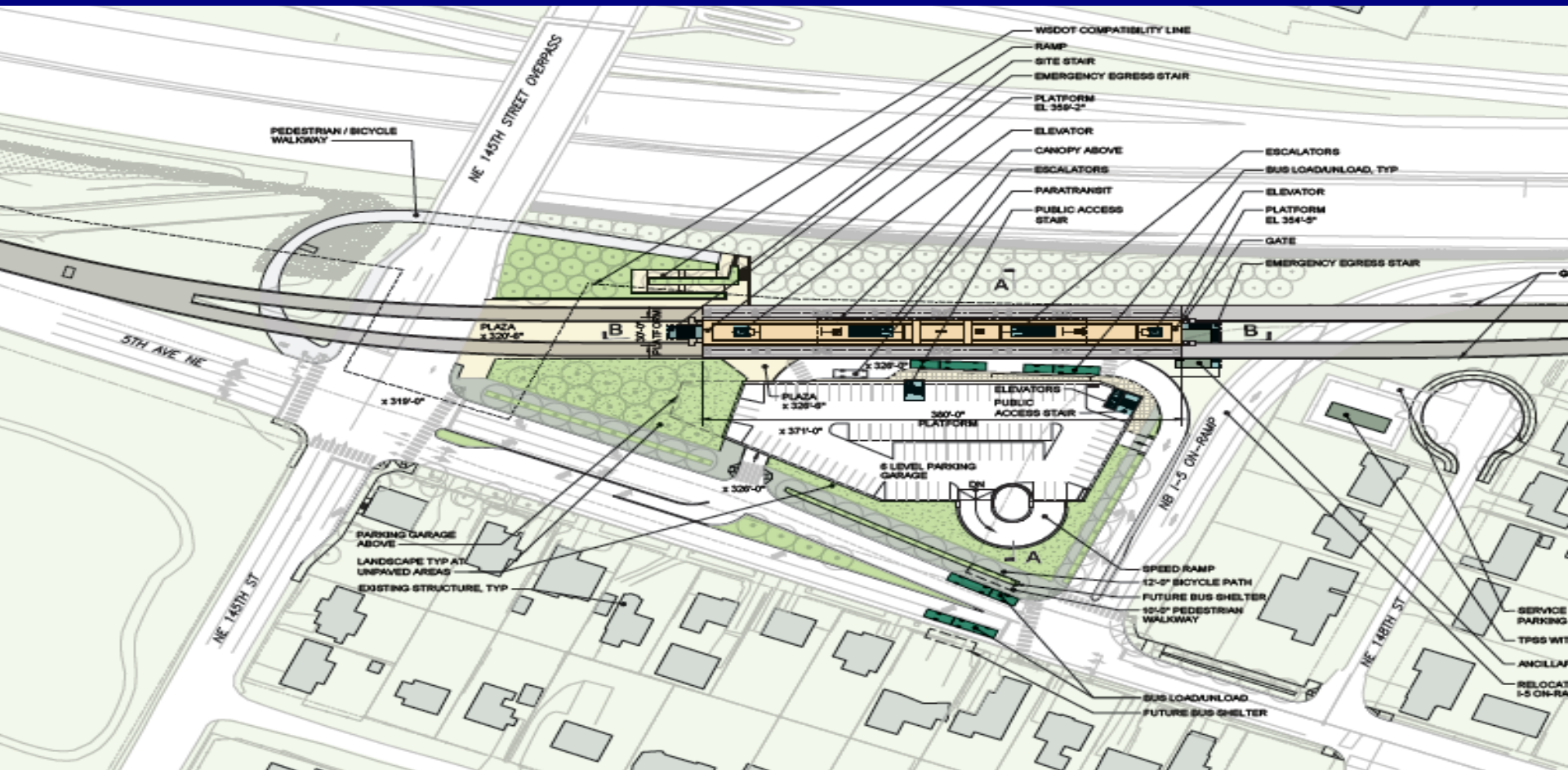
Purpose to:

- Provide information about background and how to participate moving forward
- Solicit comment on City Council Draft Guiding Principles for Light Rail Facility Design
- Visualize design elements for stations and garages

# Shoreline 185<sup>th</sup> Street Station



# Shoreline 145<sup>th</sup> Street Station



# Design Outreach and Station Naming

## Station Naming Process



2023



We are here

Initial design

60% design

90% design



Open Houses









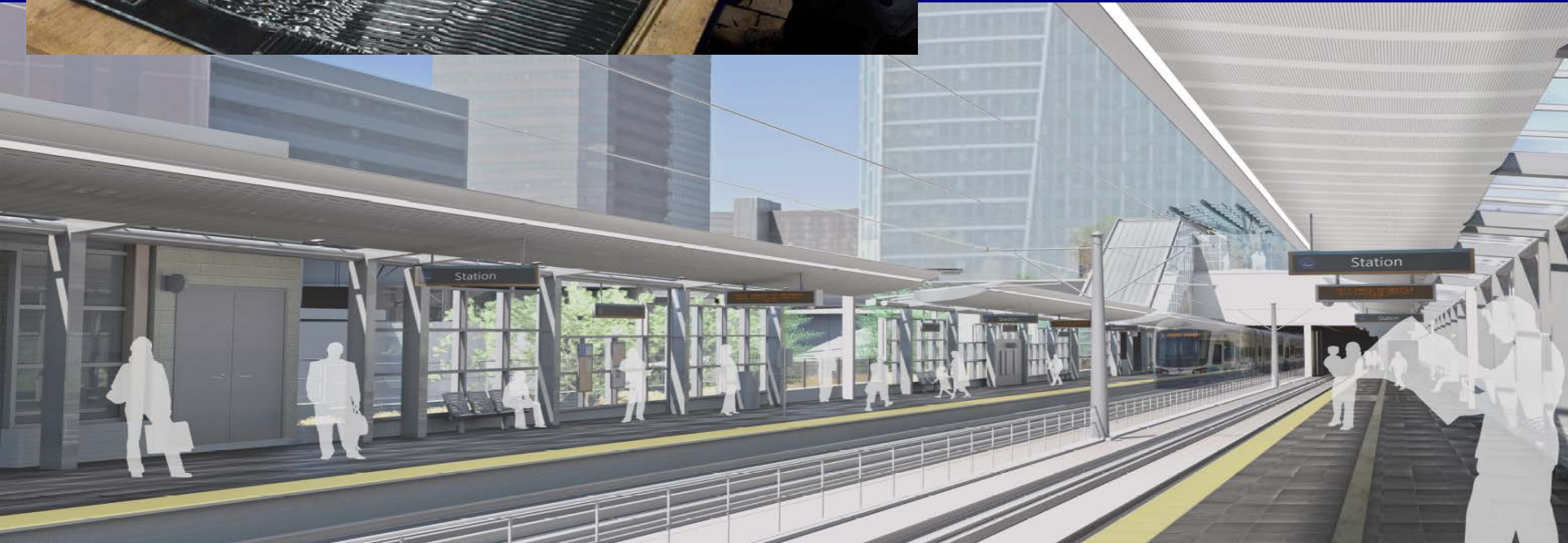
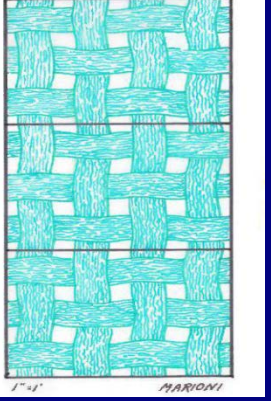
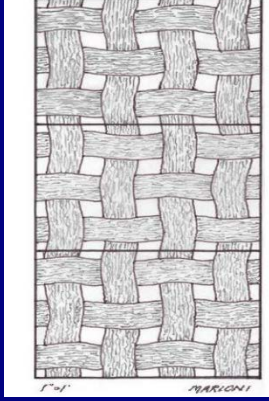
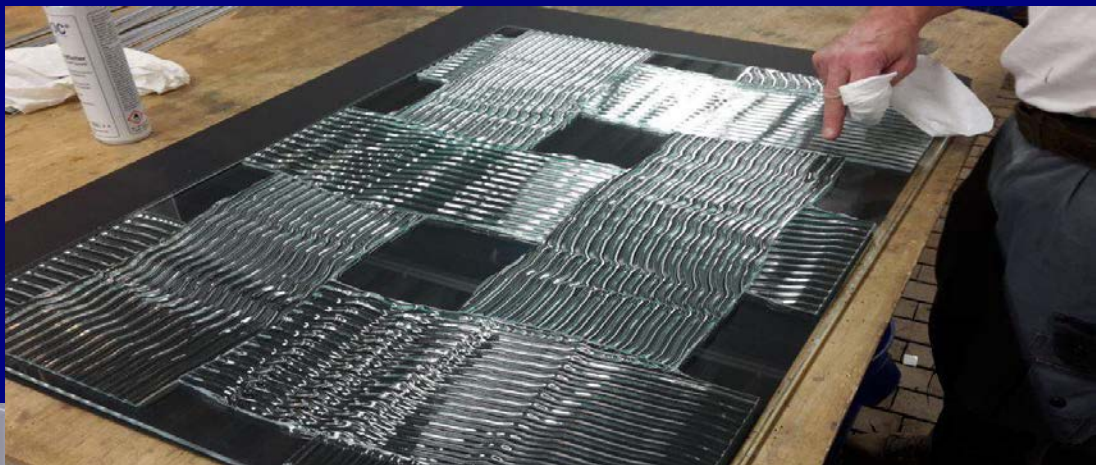
# Color & Finishes

- Standard Link Paint Colors
- High Performance Coating
- Primarily Steel Structure
- Glass for visibility & light
- Stainless Steel for durability
- Materials with integral color









# Guiding Principles for Light Rail Facility Design

- Multi-modal
- Neighborhood Character
- Sustainability
- Public Safety
- Mobility
- Public Amenities
- Transit-Oriented Development
- Public Art



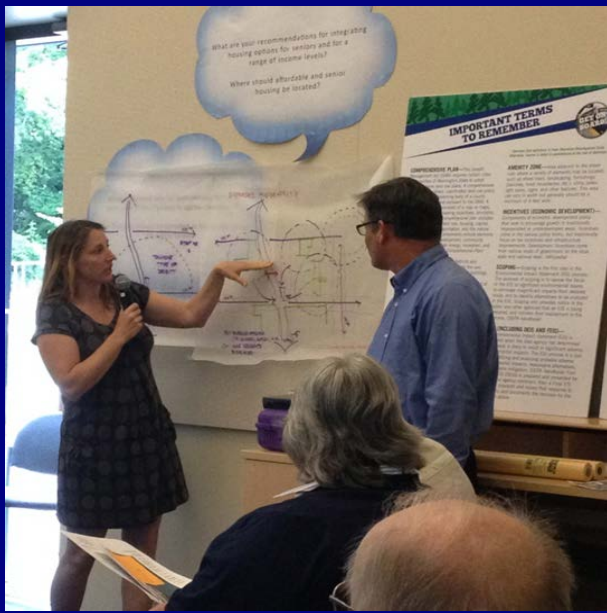




- July 11, 2013- Korean Community
- August 1- 145<sup>th</sup> Street Station Community
- August 7- Folks of Modest Means
- August 22- 185<sup>th</sup> Street Station Community
- September 19- Entire Shoreline Community







- November 2013- 185<sup>th</sup> Street Station Design Workshops, Part I
- February 2014- 185<sup>th</sup> Street Station Design Workshops, Part II
- June 2014- 145<sup>th</sup> Street Station Design Workshops, Part I
- October 2014- 145<sup>th</sup> Street Station Design Workshops, Part II



1. **Multi-modal** – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:
  - a. Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185<sup>th</sup> and 145<sup>th</sup> Streets;
  - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145<sup>th</sup> Street station to the west side of I-5;

- c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs;
- d. Providing well-marked way-finding in the station areas, including pedestrian pathways; and
- e. *Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements*
- f. Encouraging transit use through:
  - i. Convenient connections to Bus Rapid Transit and other transportation services;
  - ii. Electronic, dynamic signs with transit data; and
  - iii. Availability of Orca cards for purchase at the stations.

# Ticket Vending Machines & Orca Card Readers

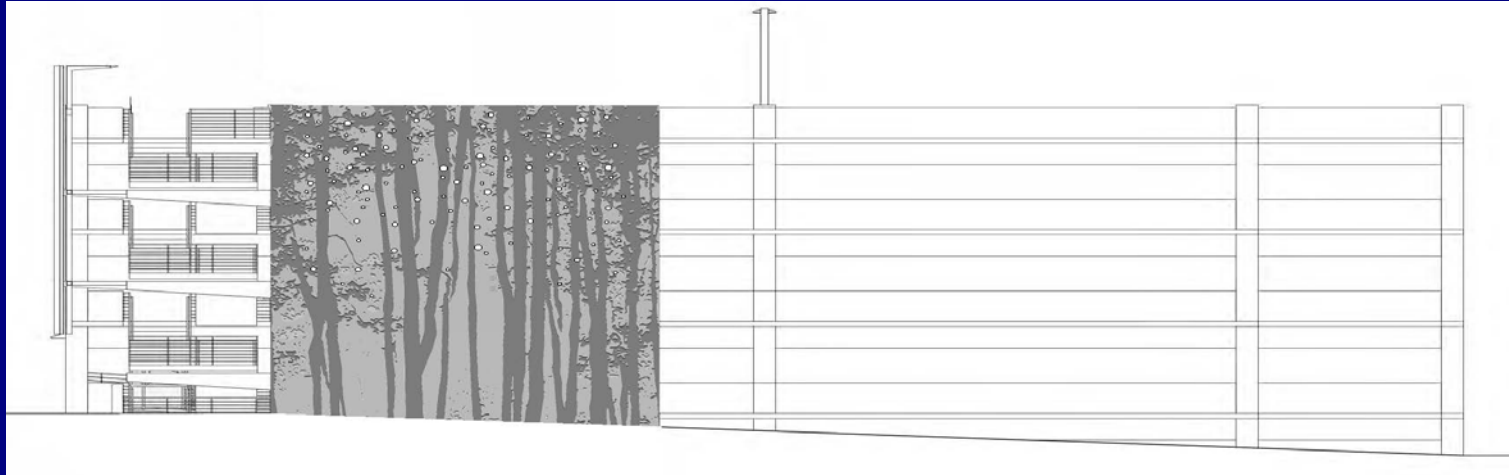


06.16.2009



2. **Neighborhood Character** – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:
  - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint;
  - b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting;
  - c. Providing common design elements between both Shoreline stations;
  - d. Providing landscaping that reflects Shoreline’s commitment to green space and sustainability; and
  - e. Consider making use of areas under powerlines or trackways where feasible (ex. City-managed public open spaces and/or trails).







# Landscape Criteria

## Standard Plant List – Native & Adaptive





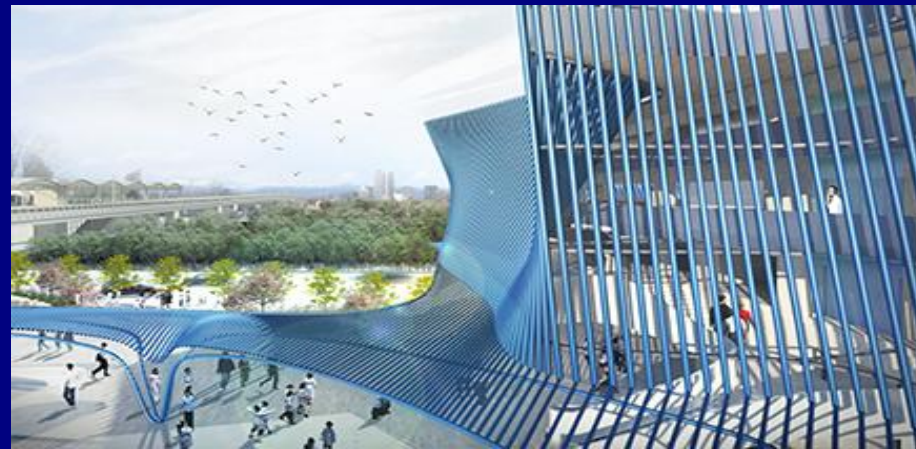
3. **Sustainability** – all Sound Transit development should consider sustainable and climate friendly practices such as:

- a. Incorporating energy-efficient and “green building” features, including Low-Impact Development techniques for storm water management;
- b. Restoring impacted streams, wetlands, and other critical areas and associated buffers;
- c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means; and
- d. Preserving significant trees when possible.

# Angle Lake Station



# Angle Lake Station Garage



4. **Public Safety** – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:

*a. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes*

b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;

c. Security cameras (monitored) and emergency call-boxes;

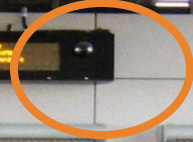
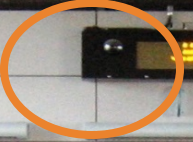
d. Station designs that are as open as possible with maximum use of transparent panels; and

e. Lighting that enhances safety, but is non-intrusive for neighbors.



# Passenger Emergency Telephones, Speakers & Closed Circuit TV's





- 5. Mobility** – stations should provide accommodations for people of all ages and abilities including:
- a. Providing accommodations for people with mobility challenges;
  - b. Access to allow easy mobility for those with strollers and/or luggage;
  - c. Providing disabled parking and drop-off zones; and
  - d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).

- 6. Public Amenities** – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:
- a. Using bridge design to create an iconic look where feasible;
  - b. Installing bicycle storage with covered racks and lockers;
  - c. Installing garbage and recycling receptacles;
  - d. Providing seating (covered and uncovered);
  - e. Using icon-based signage;
  - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces;
  - g. Including weather protection elements; and
  - h. Consider providing restrooms.



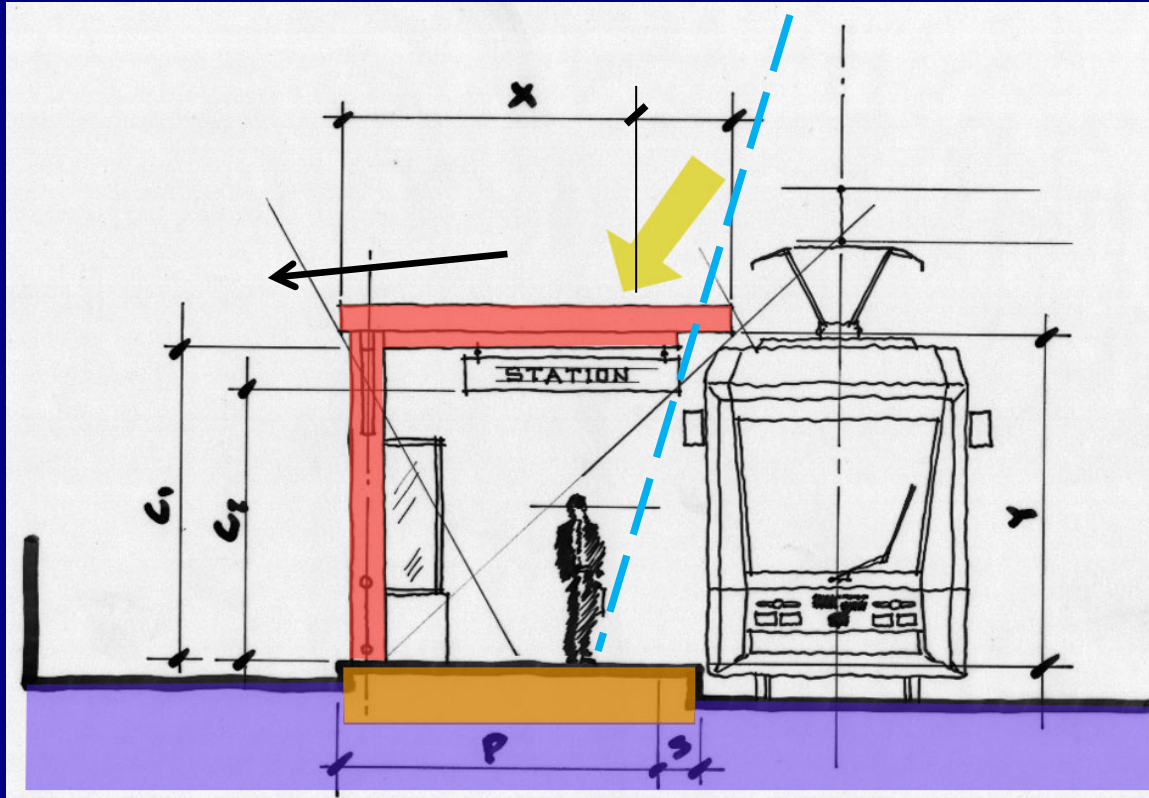
# Bike Facilities

- Parking based on patronage
  - Bike racks
  - Bike lockers
  - Bike cages



# Weather Protection

- Based on Ridership (30% min)
- Roof slope
- Rain angle  $15^\circ$
- Signage / VMS
- Windscreens



**7. Transit Oriented Development –**  
promote TOD through facility siting and design that is supportive of future development opportunities.



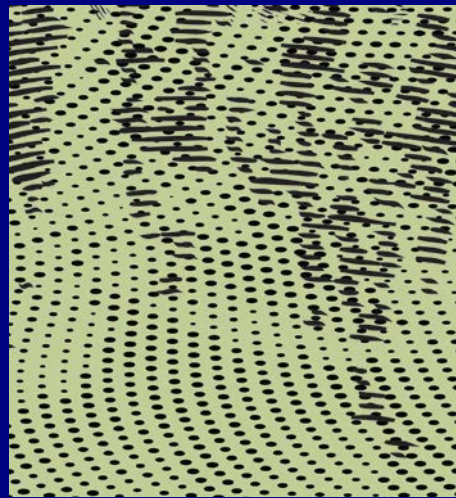
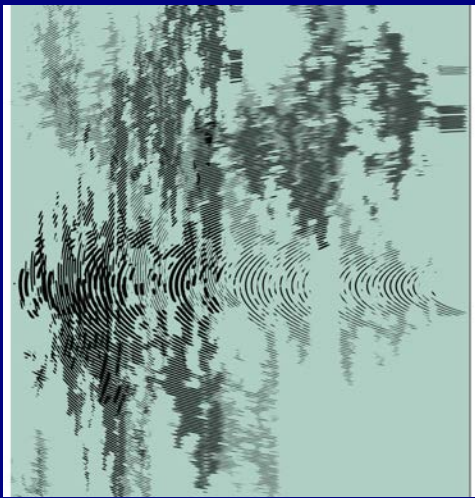
- 8. Public Art** – integrate elements of art wherever possible by:
- a. Utilizing local artists when feasible; and
  - b. Enhancing facades and public spaces with art.



# South Bellevue Station



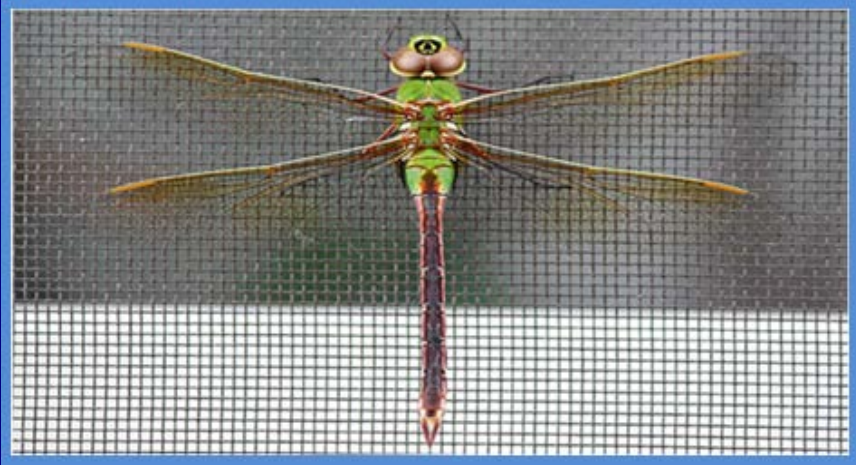


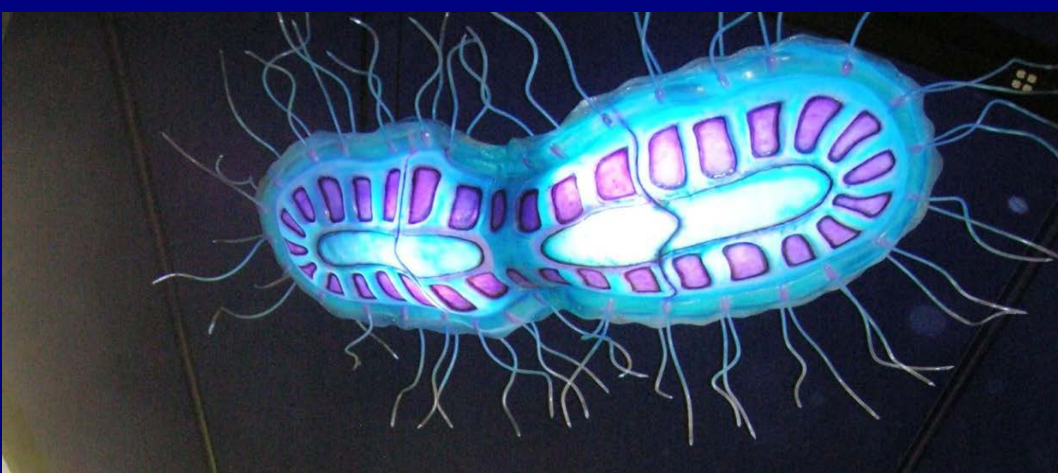


South Bellevue Station Garage

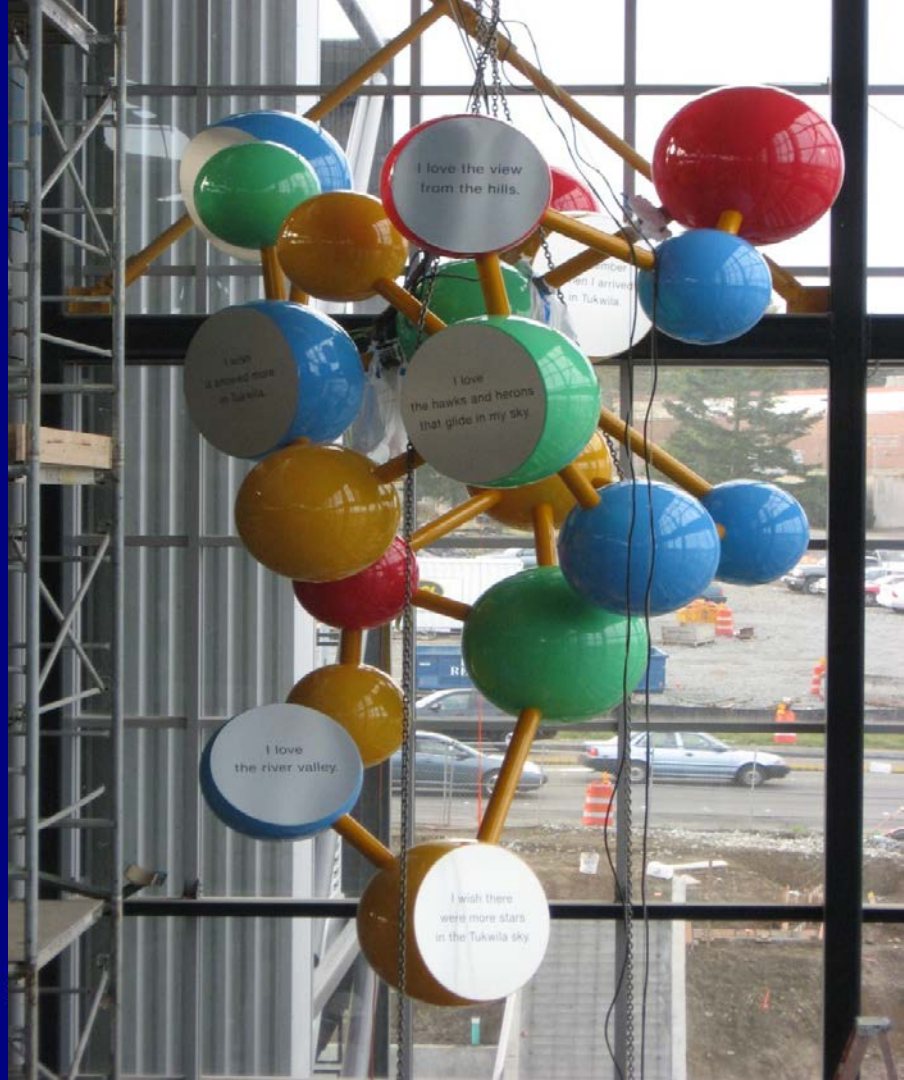


# STart Public Art

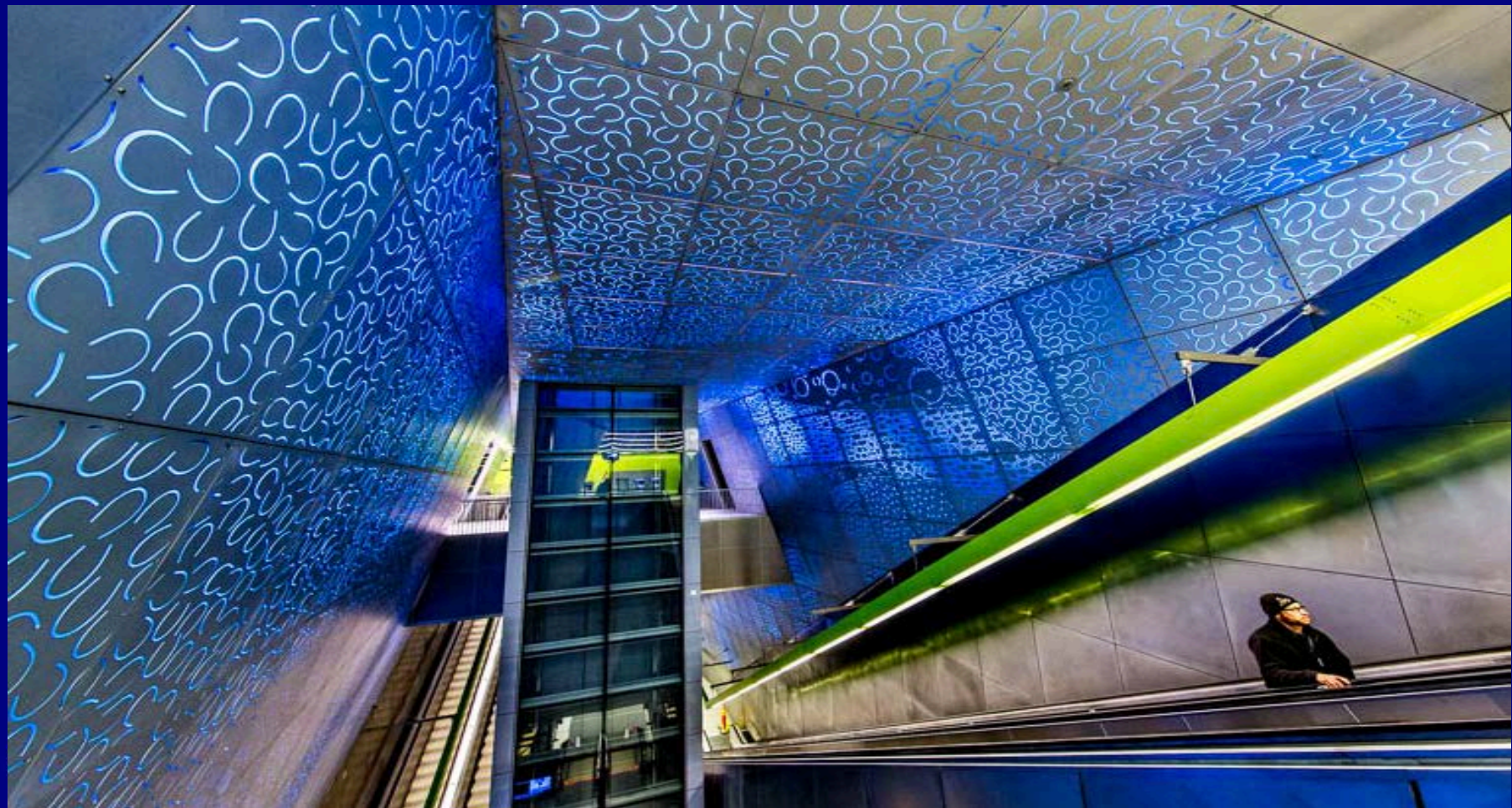












# Next Steps

- TONIGHT: Council motion to adopt Guiding Principles
- City includes Guiding Principles in letter to Sound Transit and uses for criteria throughout design process