



Guiding Principles for Light Rail Facility Design

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 185th and 145th Streets;
 - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145th 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;
 - e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements; and
 - 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.

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 power lines or trackways where feasible, including a potential trail connecting both stations (ex. City-managed public open spaces and/or trails).

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.

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.

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.

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.