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Director's Rule 20-2000

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BACKGROUND: The City of Seattle has developed design guidelines to specifically address the Link light rail system under development by Sound Transit. The guidelines, entitled **Seattle Design Guidelines for Link Light Rail**, are being developed in two phases. The first phase contains design guidelines for the Royal Brougham and Lander stations, available as joint DCLU and SeaTran Director's Rule 20-2000. Guidelines for the remaining stations in the Link light rail system will be prepared and made available by September 2000.

As referenced in City Council Ordinance 119974 relating to the process to permit light rail transit facilities necessary to support the operation of the Link light rail system, the Director may impose conditions on Sound Transit during the permit process to ensure that its designs are consistent with the Seattle Design Guidelines for Link Light Rail. The guidelines therefore set the standards by which Link and related public improvements will be evaluated during the design, permit review, and construction process.

The guidelines address site planning issues, streetscape compatibility, linkages, user comfort, and materials and finishes for the Link light rail system.

Seattle Design Guidelines For Link Light Rail

Royal Brougham and Lander Stations

August 30, 2000
Director's Rule 20-2000

CityDesign
Seattle Department of Design, Construction and Land Use

Introduction

Purpose of Seattle Design Guidelines for Link Light Rail

The purpose of the Seattle Design Guidelines for Link Light Rail is to guide the development of the public spaces encompassed by the Link light rail project. This involves two elements:

1. ensuring that development of Link light rail is in keeping with sound urban design principles and mutually-agreed upon expectations for each station; and
2. directing the development of improvements to the public spaces around light rail stations and facilities, which are integral to Link's operation and success.

The Guidelines are being prepared in two phases: this first phase includes guidelines for only the Royal Brougham and Lander stations. Guidelines for the remaining stations in the Link system will be prepared later this year. The Guidelines set the standards by which Link and related public improvements can be evaluated during the design, permit review, and construction process.

Another important aspect of light rail is the use and development of private property adjacent to and near stations. A successful relationship between adjacent land use and light rail is synergistic—each supports the other. While this document does not include design guidelines for transit-oriented development, that issue is currently addressed by the City's existing Design Guidelines for multifamily and commercial buildings.

Who Can Use The Guidelines?

The Guidelines are intended to be used primarily by City staff in reviewing Sound Transit project drawings and plans during the permitting process. However, they may also be useful to Sound Transit in the post-30% design phase as a succinct reiteration of Light Rail Review Panel recommendations and guidance from City staff to date. The public may also be interested to see the criteria by which Link designs will be evaluated, inasmuch as the Guidelines reflect many of the ideas raised in community meetings over the last two years. Lastly, since the Guidelines address some of the same issues encompassed by the City's Station Area Planning Action Packages for each station, they may also be useful to those implementing Station Area Planning recommendations and neighborhood plans.

How the Guidelines Were Developed

The substance of the Guidelines was drawn from the following:

- in-house expertise from the CityDesign Office of the Seattle Department of Design, Construction, and Land Use;
- the Seattle Light Rail Review Panel "Scope Briefing Progress Report/July 1999," "Concept Design Progress Report/December 1999," and specific recommendations made at regular Panel meetings reviewing Link station design work held during 1999 and 2000;
- Sound Transit "Urban Design Guidelines," draft dated May 5, 2000; and
- City of Seattle Station Area Planning "Action Packages," produced during the spring of 2000.

The Guidelines were prepared by a team comprised of City and Sound Transit staff, working under the direction of CityDesign and the Light Rail Review Panel. The team met regularly during the spring and summer of 2000 to review draft guidelines, creating a Draft Joint DCLU and Seatran Director's Rule for Seattle Design Guidelines for Link Light Rail, Royal Brougham and Lander Stations. After a public comment period ending Wednesday, July 19, 2000, the document was revised as needed to reflect community input, and distributed to the Sound Transit Board, City of Seattle Mayor and Council, City and Sound Transit staff, and interested members of the public. Later this summer, guidelines for the remaining stations in the Link system will be developed and similarly made available for public review prior to adoption as a joint Director's Rule.

Authority

The Link Design Guidelines have been adopted by the Seattle Light Rail Review Panel and formalized as a Joint DCLU and Seatran Director's Rule, with the result that Link permits will be conditioned upon all design work meeting the intent of these Guidelines. Although additional site-specific negotiations will still likely occur throughout permitting and construction, the Guidelines will nonetheless provide a baseline for design quality from which those negotiations can proceed.

Organization of the Design Guidelines

The Guidelines include the following elements for each station:

1. **Key Urban Design Issues**—a summary of the key issues for each station, providing the reader with a good understanding of the circumstances surrounding each station, and therefore a better grasp of its particular constraints and opportunities.

2. **Vision**—a concise statement of the overall vision for each station that sets the tone for the Guidelines that follow. Although there are similarities in the vision for all stations (for example, making the pedestrian a priority), these vision statements attempt to distill the "essence" of each station into a clear statement of intent that can be referred to as needed when questions arise during implementation of Design Guidelines. Each vision statement has been crafted from various existing materials reflecting earlier community input and discussion.

3. **Design Guidelines**—The Guidelines address several categories of issues, from the large to small scale, including site planning, streetscape compatibility, linkages, user comfort, and the "fine grain" of materials and finishes. Although there is often overlap between the categories, issues are generally addressed as listed below:

   Site Planning guidelines focus on the how the project is arranged in 2 dimensions—the functional and aesthetic relationship of the project to its context, as well as the relationships between site features within the project. The project site may be a station and surrounding area, or the trackway between stations. Issues raised within this section include:

   - Existing and probable patterns of development
   - Open space
   - Transportation and circulation patterns
   - Views

   Streetscape Compatibility guidelines focus on the scale and character of project features, and address issues including:

   - Height, bulk, and scale
   - Architectural elements such as roofs, windows, etc.
   - Streetscape and other public realm improvements beyond the station, but supporting Link
   - Landscaping
   - Public art

   Linkages guidelines focus on the connections and transitions from one site element to another and, as such, include elements outside the scope of the Link light rail project, but within the station area and therefore relevant to the success of Link. Within this document linkage-related guidelines are separated out to highlight:

   - Pedestrian and bicycle circulation
   - Bus connections and transfer points
   - Wayfinding including station visibility, site information, and identifying signage
   - ADA compliance, accessibility for all

   User Comfort guidelines address the physical and psychological comfort provided by the Link system to passengers, pedestrians, cyclists, and other users of the system. Elements of user comfort include:

   - Safety and security
   - Lighting
   - Station amenities

   Materials and Finishes guidelines address the "micro scale" of design, and focus on the durability, comfort, and timelessness of the materials and finishes for each light rail element. Issues covered by these guidelines include:

   - Vandalism and wear and tear
   - Sustainability
   - Maintenance

Design Guidelines for Royal Brougham Station

Vision for Royal Brougham Station

The Royal Brougham station is located in a environment dominated by large-scale industrial buildings, sport stadiums, and transportation infrastructure. For southbound riders, this will be the first at-grade station since leaving the University District. After traveling a short distance to the Lander station, the line heads east and enters the Beacon Hill tunnel. Thus the Royal Brougham and Lander stations, and the trackway between them, are bracketed by tunnels and form a distinct segment of the Link system with its own identity. The Royal Brougham station is unique in that at certain times it will primarily serve passengers on their way to or from the stadiums to the west, and as such should be designed to deliver riders safely and efficiently to their destinations while hinting at the excitement and energy of attending a baseball or football game, or other event in the Exhibition Hall. In addition, the Mountains to Sound trail crosses at Royal Brougham, bringing cyclists into the area. There is also the opportunity to use the station architecture and art to bridge the scale of the surrounding industrial neighborhood, and provide the pedestrian and cyclist some human-scale elements with which to relate.

Key Urban Design Issues at this Station

- The Royal Brougham station will primarily serve people using Link to reach the stadiums for sporting events and exhibitions. These passengers may only be occasional users of Link, coming infrequently to the area and less familiar with the surroundings than a commuter might be at another station, making **wayfinding** a critical issue in assisting passengers in an unfamiliar environment.
- **Pedestrian circulation and safety** is a particular challenge in the Duwamish industrial area with its warehouses and other industrial uses with heavy truck use, the King County Metro bus barn and busway (across from the Royal Brougham station), and general rail freight traffic—all of which create conditions that are challenging for pedestrian safety and circulation.
- The large mass and scale of surrounding structures at this station create a need for **human-scale elements** to make the space more accommodating for people, as well as **bold, monumental architecture** to make the station visible to users.

Design Guidelines

A. Site Planning

1. **Open Space:** Ensure that the platform and walkways—which serve as the station's "open space"—are designed to handle full-trainloads of passengers going to and from the stadiums as efficiently as possible, with ticket-vending, columns, and other items located so as not to create bottlenecks

2. **Traffic Circulation:** The design should minimize conflicts between vehicles, buses, trucks, light rail, and commuter rail at Royal Brougham crossings.

3. **Views:** The busway corridor offers long, narrow views north and south, making it possible for passengers to see virtually from one end of the corridor to another, and to experience the corridor as a distinct segment of the Link light rail system. The station should capitalize on this condition by emphasizing and celebrating the linear nature of the track, busway, bicycle trail, and "Panels for Progress" murals alongside the trail, as well as emphasizing any views that exist of the nearby stadiums.

B. Streetscape Compatibility

1. **Station Architecture:** The station architecture should make a bold design statement in order to be seen amid the large-scale industrial buildings, transportation infrastructure, and stadiums it is adjacent to. This could take the form of markers or other elements to serve as landmarks from outside and within the transit corridor. At the same time, the design should also incorporate elements that are human-scaled to provide a comfortable setting for pedestrians and waiting passengers.

2. **Family of Stations:** The Royal Brougham and Lander stations should be treated as a pair, with a "family" of related design elements, in order to give both stations greater identity than either would have alone. Related design elements might include:

    a. Platform canopies
    b. Landscaping materials
    c. Paving materials
    d. Artwork

3. **Station Layout:** Use a variety of streetscape elements to bring a "human scale" to the stations, carefully integrating them into the overall station in order to present a cohesive appearance. These elements may include windbreaks, benches and other furnishings, railings, lighting fixtures, art or other features.

4. **Street Improvements:** Improvements should be made to connect the station entry and platform with adjacent sidewalks, crosswalks, bicycle trails and routes in a manner that facilitates safe and smooth pedestrian and cyclist travel between the station and surrounding area.

3. **General Landscaping Requirements:** Landscape elements should be provided as part of the Link light rail project, with priority on trees as the most important component. Specifically:

   a. City policy supports tree selection and spacing that maximizes the planting potential of the available space; in other words, requiring trees wherever they can be planted without compromising facility safety, and requiring large scale trees rather than small scale where it is feasible for them to successfully develop.
   b. Low maintenance ground plane treatments (low shrubs, groundcover, seasonal flowers) are encouraged secondarily to vegetate areas that cannot accommodate trees, or as understory to tree planting, to enhance the safety and aesthetics of the pedestrian environment.
   c. Provisions should be made for irrigation (manual or automatic) based on the need for supplemental water for a minimum of three years for all newly installed plant material.

6. **E3 Busway Landscaping:** Landscaping should be used to promote pedestrian comfort, enhance the streetscape, and reduce wind conditions. The proximity of the public bicycle trail along the east side of the E3 busway to the Royal Brougham and Lander stations and the trackway between them provides an opportunity for landscaping along the trail to lend visibility to the stations. Landscaping along the trail should:

   a. be coordinated with the "Panels for Progress" mural project
   b. include trees of a height and character to be seen from a distance, along with shrubs and groundcover to lend color, texture, and human-scale to the area

7. **Station Landscaping:** The walkway to the platform and the platform itself should include landscaping to mark the entrance to the platform and provide relief from the hardscape that dominates the area. Other considerations include:

   a. designing platform landscaping and trail landscaping jointly, in order to create a landscape design that is compatible and greater than the sum of its parts
   b. Choosing landscape materials that are easily maintained, drought-tolerant, and can withstand local conditions, including large crowds associated with events and a windy, open corridor of primarily impermeable surfaces
   c. planting street trees and other vegetation on the platform and approaches, with exceptions only in cases where safety considerations outweigh the potential benefits associated with trees

3. **Public Art:** Art is an important aspect of how the Link system will be perceived by the user and the community. Link's public art may include stand-alone pieces as well as art that is integral to the design of the station and related area. Design considerations include:

   a. Using art to enhance Link system-wide elements and identity, while still responding to the local context which is, at Royal Brougham, a long history of industrial uses now augmented by sports stadiums
   b. Placing artwork and art enhanced station elements in prominent locations that are highly visible to pedestrians. At the Royal Brougham station, this may mean features of a larger scale than usual in order to be seen from a distance and to compete with scale of other buildings and structures in the area. Smaller, more intimately-scaled art is also appropriate to introduce as a way of creating a comfortable environment for pedestrians.
   c. Artwork that has its own integrity individually and within the Link public art collection and that establishes "conversations" and relationships between stations, particularly in conjunction with the Lander station as the other half of a pair
   d. Developing specific artworks in collaboration with other entities such as King County (along the bike trail)
   e. Seizing opportunities to infuse functional elements of the station, such as benches, railings, kiosks, etc., with art

C. Linkages

1. **Pedestrian Access and Circulation:** Pedestrian circulation at this station is challenging due to a large street grid dominated by heavy truck and bus traffic along Royal Brougham and the busway. Therefore, it is especially important to include improvements to guide pedestrians from the stadiums, across the busway, and to the platform as safely and directly as possible. Although a grade-separated pedestrian bridge is being planned as part of the WSDOT State Route 519 project, until it is built pedestrians will likely travel along Royal Brougham Way between the stadium and the station. In order to facilitate safe pedestrian movement and gathering at the station entrance and platform, the station area should include the following improvements:

   a. Clear pedestrian connections to the station entrance and platform from the sidewalks along Royal Brougham and the E3 busway
   b. Paving patterns, colors and landscaping used to increase system safety and legibility for users, create a clear distinction between pedestrian and vehicular travel lanes, and alert motorized vehicles that pedestrian movement is a priority in this area—particularly important here with curbs that are at-grade with the street
   c. Gathering areas on the platform and adjacent sidewalk and plaza areas, within clear sight of connecting pedestrian paths and sized to accommodate anticipated use
   d. Fully accessible paths in accordance with ADA standards

2. **Bicycle Connections and Amenities:** The station should be designed to accommodate cyclists accessing Link via the King County bicycle trail that runs adjacent to the station as well as the Mountains to Sound trail running on the south side of Royal Brougham, including:

   a. Storage facilities for bicycles located conveniently, yet not in conflict with the primary flow of pedestrians to the platform

b. Link bicycle policy information posted clearly at the platform, along with regional trail information—specifically referencing the bike trail connection to West Seattle
c. Safe and convenient entry/exit points from the bicycle trail to the platform

3. **Transit Connections:** There are numerous buses running along the E3 busway adjacent to Link light rail, and also along 4th Avenue South, one block to the west. To take advantage of the close proximity of bus and rail service, clear and safe connections between the platform and bus stops should be developed, including direct access from the platform entrance to the bus stop on the busway just south of Royal Brougham.

4. **Wayfinding:** Sited within the busway, the station is not easily visible from adjacent streets. Wayfinding should acknowledge this constraint and extend to the stadiums where the majority of riders are expected to be traveling to and from. In addition to traditional signs and system information, the art and architecture of the station itself may serve as an element of wayfinding if designed at a scale large enough to be seen from adjacent streets. Features to look for:

   a. Signage that provides direction not only for the Link system, but to key destinations within the vicinity of each station entrance
   b. Easy orientation through clearly identifiable pathways
   c. Station identification that is easily seen from inside trains as passengers approach the station platform

D. User Comfort

1. **Station Amenities:** The station should include the following amenities:

   a. Phone (on or near platform) and/or security alerts
   b. Waste receptacles (including cigarette receptacles at station entrances)
   c. Clocks
   d. Information display cases or kiosks
   e. Seating—benches, standing bars, or rails
   f. Weather protection—canopies and windbreaks
   g. Trees and landscaping

2. **Lighting:** Assist wayfinding and promote safety by incorporating a combination of lighting conditions including ambient, direct, and path lighting in the design of the station.

3. **Security:** The station should be designed with Crime Prevention Through Environmental Design (CPTED) principles in mind in order to promote a crime-free environment for Link users.

E. Materials and Finishes

1. **Finish Materials:** The station environment should include a variety of finish materials and textures that work together in a coherent and harmonious manner and have some relationship to their surroundings.

2. **Durability and Maintenance:** All finish materials and other station elements shall be durable, vandal resistant and easily maintainable.

3. **Integration of Systems and Life/Safety Elements:** There are numerous systems structures, life/safety elements, signals, and equipment which are necessary to the operation of Link, but which should nonetheless be seamlessly integrated into the design of each station. Although many of these may be "stock" items and not custom-designed for Link, they should be compatible with the station design or otherwise sited unobtrusively so as not to distract from the overall station design.

Design Guidelines for Lander Station

Vision for Lander Station

The Lander station is expected to serve riders who are either employees within the Duwamish industrial area, or bus riders transferring to light rail in order to proceed to points north or south in the Link light rail system. For northbound riders coming from the Rainier Valley, there will be dramatic views exiting the Beacon Hill tunnel looking out over the Duwamish industrial area directly toward the new baseball and football stadiums before pulling into the Lander station. After traveling a short distance to the Royal Brougham station, the line enters the Downtown tunnel. Thus the Royal Brougham and Lander stations, and the trackway between them, are bracketed by tunnels and form a distinct segment of the Link system with its own identity. To serve both types of riders, the station should safely accommodate pedestrians in an area dominated by vehicles and pavement. It should also reference the industrial heritage and present use of the area along with the changes that are occurring with new construction and new uses.

Key Urban Design Issues at this Station

- Pedestrian circulation and safety is a particular concern in the Duwamish industrial area with its warehouses and other industrial uses with heavy truck use and general rail freight traffic—all of which create conditions that are challenging for pedestrian circulation.
- The industrial character of the area highlights the need for human-scale elements to make the space more accommodating for pedestrians.

Design Guidelines

A. Site Planning

1. **Traffic Circulation:** The design should minimize conflicts between vehicles, buses, trucks, trail users, pedestrians, and light rail at the Lander intersection.

2. **Views:** The busway corridor offers long, narrow views north and south, making it possible for waiting passengers to see virtually from one end of the corridor to another, and to experience the corridor as a distinct segment of the Link light rail system. The station should capitalize on this condition by emphasizing the linear nature of the track, busway, bicycle trail, and "Panels for Progress" murals alongside the trail.

B. Streetscape Compatibility

1. **Station Architecture:** The station architecture should make a bold design statement in order to read amid the large-scale industrial buildings it is adjacent to. This could take the form of markers or other elements to serve as landmarks from outside and within the transit corridor. At the same time, the design should also incorporate elements that are human-scaled to provide a comfortable setting for pedestrians and waiting passengers.

2. **Family of Stations:** The Royal Brougham and Lander stations should be treated as a pair, with a "family" of related design elements, in order to give both stations greater identity than either would have alone. Related design elements might include:

    a. Platform canopies
    b. Landscaping materials
    c. Paving materials
    d. Artwork

3. **Station Layout:** Use a variety of streetscape elements including windbreaks, benches, railings, and art to bring a "human scale" aspect to the stations, carefully integrating them into the overall station in order to present a cohesive appearance.

4. **Street Improvements:** Improvements should be made to connect the station entry and platform with adjacent sidewalks and crosswalks in a manner that facilitates safe and smooth pedestrian travel between the station and surrounding area.

5. **General Landscaping Requirements:** Landscape elements should be provided as part of the Link light rail project, with priority on trees as the most important component. Specifically:

    a. City policy supports tree selection and spacing that maximizes the planting potential of the available space; in other words, requiring trees wherever they can be planted without compromising facility safety, and requiring large scale trees rather than small scale where it is feasible for them to successfully develop.
    b. Low maintenance ground plane treatments (low shrubs, groundcover, seasonal flowers) are encouraged secondarily to vegetate areas that cannot accommodate trees, or as understory to tree planting, to enhance the safety and aesthetics of the pedestrian environment.
    c. Provisions should be made for irrigation (manual or automatic) based on the need for supplemental water for a minimum of three years for all newly installed plant material.

6. **E3 Busway Landscaping:** Landscaping should be used to promote pedestrian comfort, soften the streetscape, and reduce wind conditions. The proximity of the public bicycle trail along the east side of the E3 busway to the Royal Brougham and Lander stations and the trackway between them provides an opportunity for landscaping along the trail to lend visibility to the stations. Landscaping along the trail should:

   a. be coordinated with the "Panels for Progress" mural project
   b. include trees of a height and character to be seen from adjacent streets, along with shrubs and groundcover to lend color, texture, and human-scale to the area

7. **Station Landscaping:** The walkway to the platform and the platform itself should include landscaping to mark the entrance to the platform and provide relief from the hardscape that dominates the area. Other considerations include:

   a. designing platform landscaping and trail landscaping jointly, in order to create a landscape design that is compatible and greater than the sum of its parts
   b. Choosing landscape materials that can withstand local conditions, including a windy, open corridor that is primarily impermeable surfaces
   c. planting street trees on the platform and approaches wherever possible, with exceptions only cases where safety considerations outweigh the potential benefits associated with trees.

8. **Public Art:** Art is an important aspect of how the Link system will be perceived by the user and the community. Link's public art may include stand-alone pieces as well as art that is integral to the design of the station and related area. Design considerations include:

   a. Using art to enhance Link system-wide elements and identity, while still responding to the local context which is, at Lander, a long history of industrial uses
   b. Placing artwork and art enhanced station elements in prominent locations that are highly visible to pedestrians.. At the Lander station, this may mean artwork of a larger scale than usual in order to be seen from east and west along Lander Street. Smaller, more intimately-scaled art is also appropriate to introduce as a way of creating a comfortable environment for pedestrians.
   c. Artwork that has its own integrity individually and within the Link public art "collection" and that establishes "conversations" and relationships between stations, particularly in conjunction with the Royal Brougham station as the other half of a pair
   d. Developing specific artworks in collaboration with other entities such as King County (along the bike trail)
   e. Seizing opportunities to infuse functional elements of the station, such as benches, railings, kiosks, etc., with art

C. Linkages

1. **Pedestrian Access and Circulation:** Pedestrian circulation at this station is challenging due to a large street grid dominated by heavy truck and bus traffic along Lander and the busway. Therefore, it is especially important to include improvements to guide pedestrians from the surrounding area, across the busway, and to the platform as safely and directly as possible. In order to facilitate safe pedestrian movement and gathering at the station entrance and platform, the station area should include the following improvements:

   a. Clear pedestrian connections to the station entrance and platform from the sidewalks along Lander and Holgate
   b. Paving patterns, colors and landscaping used to increase system legibility for users, create a clear distinction between pedestrian and vehicular travel lanes, and alert motorized vehicles that pedestrian movement is a priority in this area—particularly important here with curbs that are at-grade with the street
   c. Gathering areas on each platform, within clear sight of connecting pedestrian paths
   d. Fully accessible paths in accordance with ADA standards

2. **Bicycle Connections and Amenities:** The station should be designed to accommodate cyclists accessing Link via the King County bicycle trail that runs adjacent to the station, including:

   a. Storage facilities located conveniently, yet not in conflict with the primary flow of pedestrians to the platform; note that the anticipated demand for bicycle storage at these two stations will be met entirely by the Lander station until such time as the Royal Brougham station is completed
   b. Link bicycle policy information posted clearly at the platform, along with regional trail information
   c. Safe and convenient entry/exit points from the bicycle trail to the platform

3. **Transit Connections:** There are numerous buses running along the E3 busway adjacent to Link light rail, and also along 4th Avenue South, one block to the west. To take advantage of the close proximity of bus and rail service, clear and safe connections between the platform and bus stops should be developed, including direct access from the platform entrance at Lander to the nearest bus stop.

4. **Wayfinding:** Sited within the busway, the station is not easily visible from adjacent streets. Wayfinding should acknowledge this constraint and extend east and west along Lander where the majority of riders are expected to be traveling to and from. In addition to traditional signs and system information, the art and architecture of the station itself may serve as an element of wayfinding if designed at a scale large enough to be seen from adjacent streets. Features to look for:

   a. Signage that provides direction not only for the Link system, but to key destinations within the vicinity of each station entrance
   b. Easy orientation through clearly identifiable pathways

c. Station identification that is easily identifiable from inside trains as passengers approach the station platform

D. User Comfort

1. **Station Amenities:** The station should include the following amenities:

   a. Phone and/or security alerts (on or near platform)
   b. Waste receptacles (including cigarette receptacles at station entrances)
   c. Clocks
   d. Information display cases and/or kiosks
   e. Seating—benches, standing bars, or rails
   f. Weather protection—canopies and windbreaks
   g. Trees and landscaping

2. **Lighting:** Assist wayfinding and promote safety by incorporating a combination of lighting conditions including ambient, direct, and path in the design of the station.

3. **Security:** The station should be designed with Crime Prevention Through Environmental Design (CPTED) principles in mind in order to promote a crime-free environment for Link users.

E. Materials and Finishes

1. **Finish Materials:** To enliven the station environment employ a variety of finish materials and textures that work together in a coherent and harmonious manner.

2. **Durability and Maintenance:** All finish materials and other station elements shall be durable, vandal resistant and easily maintainable.

3. **Integration of Systems and Life/Safety Elements:** There are numerous systems structures, life/safety elements, signals, and equipment which are necessary to the operation of Link, but which should nonetheless be seamlessly integrated into the design of each station. Although many of these may be "stock" items and not custom-designed for Link, they should be compatible with the station design or otherwise sited unobtrusively so as not to distract from the overall station design.