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**BACKGROUND**

The City of Seattle has developed Light Rail Design Guidelines to specifically address the light rail system under development by Sound Transit for the West Seattle and Ballard Link Extensions as part of Sound Transit 3. The guidelines will also apply to Sound Transit improvement projects that may occur in the future in other locations.

The guidelines will be used by Sound Transit and its consultants, City of Seattle staff and the Seattle Design Commission to guide design of key project elements on private property and in the public rights-of-way. Design Guidelines will be used to inform the design of light rail stations, adjacent rights-of-way, ancillary light rail facilities, and special structures (e.g. bridges, tunnel portals and walls).

Per SMC 23.60A.209.F.3 and SMC 23.80.004.C.6 the City of Seattle worked collaboratively with Sound Transit to create light rail design guidelines in a multiyear interagency effort to develop the Permit Plan for the West Seattle and Ballard Link Extensions. Public feedback was provided on design guideline priorities through multiple public engagement forums and online surveys.

The guidelines are entitled "**City of Seattle Light Rail Design Guidelines**."

**RULE**

The City of Seattle Light Rail Design Guidelines are attached.

CITY OF SEATTLE

# LIGHT RAIL TRANSIT FACILITY DESIGN GUIDELINES

public draft

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# 1. INTRODUCTION

## 1.1 PURPOSE

Light rail stations serve a critical function in the regional transportation system as places of connectivity where different modes come together. Investments have the potential to catalyze equitable development that benefit existing communities and become centers of activity that support opportunities to live, work, and play.

The design of transit facilities is paramount to ensuring a seamless, accessible, and attractive user environment and experience. A well-planned space with a welcoming ambiance can both move users efficiently while also lifting moods and positively influencing the perception of journey time. The Light Rail Design Guidelines serve as a resource for producing consistently excellent facilities that reflect and enhance the communities in which they are located.

The Design Guidelines establish the intent for planning and design of light rail stations and station access planning. The Light Rail Design Guidelines provide a framework for analyzing the varied context and urban conditions of each station area and guidance for designing facilities and related investments to meet the needs and opportunities in each neighborhood.

The Design Guidelines are intended to:

- Improve predictability for designers and planners;
- Share the City's expectations for the station and public realm design to guide the development of stations and station area investments;
- Serve as the basis for evaluation by City staff, Boards, and/or Commissions;
- Supplement the City's various adopted design guidance and development standards for station and right-of-way design.

## 1.2 SCOPE

The Light Rail Design Guidelines apply to the design and development of light rail transit facilities and related infrastructure within a 1-2 minute walk of the station, and the immediate surroundings of guideways and portals. The boundary will be determined based on the specific physical characteristics, neighborhood context, and planning framework of each station site, and should generally include cut and cover, guideways, and restoration opportunities in the immediate block and frontage.

The Light Rail Design Guidelines will be used to review the functional and non-functional qualities of station access planning; site planning; open space and public realm design; and station architecture.

## 1.3 HOW TO USE THIS DOCUMENT

This document provides design guidelines for the process and the outcomes of station and public realm design. It should be referenced through all stages of design from the design program development, through building and street design, circulation and flow, to the signage and wayfinding design. The goal is to ensure and demonstrate how all these elements will work together to deliver excellent design that meets the City's expectations for the station and its public realm.

**The organization of the document is as follows:**

**Section 2: Design Goals.** The Design Goals articulate the desired outcomes for light rail stations, access planning, and the adjacent public realm.

**Section 3: Design Guidelines.** The design guidelines are organized around 5 themes, and each theme contains categories with a series of design approaches and strategies to consider. While the project design is expected to meet and address all of the guidelines, it is not expected that all the approaches and strategies listed for each guideline must be applied, and not all of the approaches and strategies will be applicable to each component of the light rail facility. Project designers, staff, and review bodies should use their discretion in determining which approaches and strategies are particularly applicable to a given facility.

**Themes:** The guidelines are organized into five thematic areas:

> **C: Context Analysis** contains a framework for analyzing the various station destinations, neighborhood context, and user needs that are foundational to design decisions at each station.

# 1. INTRODUCTION

**P: Station & Site Planning** guidelines focus on the siting of station facilities and arrangement of uses on site.

**M: Movement & Circulation** guidelines provide direction on the spatial planning, sizing, and design of facilities for movement to and through the station.

**D: Station & Public Realm Design** guidelines address the specifics of station and public realm detailed design elements and treatments.

**E: User Essentials** address the elements necessary to ensure a comfortable user experience.

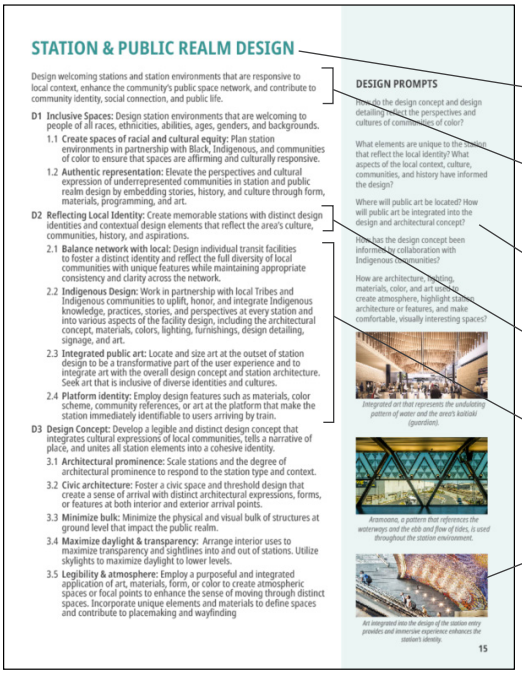
**S: Special Structures** guidelines address the planning and design of supportive infrastructure along the alignment, such as walls, bridges, and portals.

**Intent:** Each theme has an Intent, which describe the desired outcomes for specific guidelines and components or elements of the project design.

**Design Guidelines & Approaches:** Guidelines are design approaches that the project should meet to achieve the intent. Not all guidelines will be relevant for every project. The approaches are recommended strategies for implementing the guidelines. The design may implement a combination of the guidelines and/or alternative approaches unique to the specific context that together meet the intent. Projects will be evaluated holistically.

**Design Prompts:** Each category of design guidelines is accompanied by Design Prompts in the right column. These prompts provide additional clarification as to the intent of the guidelines and provide questions to guide the project team in demonstrating how the design meets the guidelines and the rationale for design decisions.

**Images:** Images, diagrams, or other visuals provide examples of approaches for projects to meet the intent.



# 2. DESIGN GOALS

The City of Seattle Light Rail Design Guidelines make it clear that creating high quality transit facilities and public places that benefit existing and future communities is fundamental to the planning and design process.

The Design Goals establish the intent of the design guidelines and outline the City's vision for the design of transit facilities and related public spaces. These goals are intended to create a shared understanding as to the functional and non-functional qualities that station design and development should strive to achieve.

## 2.1 EQUITABLE STATIONS & SPACES

Stations and station environments are planned and designed in partnership with Black, Indigenous, and communities of color to ensure that facilities and public spaces are welcoming, inclusive, and culturally responsive. Station and public realm design considers the needs and requirements of diverse communities, ensuring they are genuinely accessible, foster a sense of belonging, and encourage use and participation for people of all races, ethnicities, abilities, ages, genders, and backgrounds.

## 2.2 POSITIVE USER EXPERIENCE

Station environments prioritize passenger and pedestrian needs through the provision of safe, intuitive, beautiful, joyful, and accessible spaces and facilities that make it easy and comfortable for users of all ages and abilities to navigate. Station environments generate opportunities for public life and integrated amenities that make the journey convenient with spaces designed and programmed for vending, affordable retail, community-serving uses or events, and street-level activation.

## 2.3 PLACES OF CIVIC & COMMUNITY PRIDE

Stations are fully integrated into neighborhood context to achieve high-quality design and programming that reflects the context and community vision. Transit facilities are a neighborhood focal point with architecture, public spaces, and public art that reflect the place's past and present significance to local Tribes and Indigenous communities and uplift local cultures and communities who call that place home. Public spaces are designed to be well-lit, visually interesting, joyful, and inviting.

## 2.4 SUSTAINABILITY & RESILIENCY

Stations are examples of planning for environmental and economic sustainability and adaptability, both in terms of design and operation of facilities. Station design decisions balance social, environmental, and economic sustainability and resiliency to minimize impacts and adapt to future conditions. Station environments seek to protect and enhance the local environment and improve ecological functions with tree canopy, stormwater management, and integration of native and culturally relevant plant species.

## 2.5 MODAL BALANCE

Station design balances the needs of pedestrians, cyclists, and transit riders to create an environment that is accessible, easy to use, safe, and reliable. Station environments improve the movement of people by providing excellent transfer experiences and enhancing connections between the platform and the surrounding neighborhoods.

# 3. DESIGN GUIDELINES

## C CONTEXT ANALYSIS

C1 Destination Type
C2 User Needs
C3 Ridership & Use Patterns
C4 Local Context & Community
C5 Origins & Destinations
C6 Movement Around the Station

## P STATION & SITE PLANNING

P1 Strategic Entry Locations
P2 Urban fabric & Neighborhood Attributes
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D7 Quality Materials
D8 Lighting
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E2 Physical Accessibility
E3 User Comfort
E4 Accessible Information
E5 Vending & Services

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S1 Integrated Corridors & Infrastructure
S2 Places & Connections
S3 Guideways
S4 Columns
S5 Fencing
S6 Walls
S7 Portals
S8 Bridges
S9 Ancillary Facilities

# CONTEXT ANALYSIS

*Understanding context is necessary to design solutions for a particular place and community. This section provides a framework to explore the relationship between a station and its surrounding environment to establish a shared reference point for designers and reviewers.*

**C1 Destination Characteristics:** Explore the role(s) that each facility plays in the wider network, and what type(s) of destination the station serves to determine passenger volumes and patterns of use.

**1.1 Local:** Design stations serving a residential neighborhood or employment center to address the following priorities:

a. Designing the station to fit with local context and enhance sense of place;

b. Discouraging private vehicle use and encouraging walking, biking, and transit access to and from the station; and

c. Providing a safe and secure environment through service hours and beyond when sidewalk activity levels are low.

**1.2 Urban Mixed:** Design stations serving an urban center with higher density uses, or stations serving as a regional retail or recreational destination to address the following priorities:

a. Maintaining ease and efficiency of movement for commuters;

b. High level of user journey support with information and amenities; and

c. Connections to convenience retail and services meeting needs of commuter traffic.

**1.3 Attractor:** Design stations serving a significant destination within the local area to address the following priorities:

a. Orient and familiarize people with local area, especially those who are there for the first time;

b. Build identity of place and create positive first impression; and

c. Support periodic large flows of people.

**1.4 Gateway:** Design stations serving as a major points of arrival into Seattle to address the following priorities:

a. Ease of access to information for users new to the city and light rail;

b. Positive first impression of the city, local area, and light rail system;

c. Allowing multiple types of users to use the space differently; and

d. Providing comfortable places to wait, things to do, and station retail.

**C2 User Types and Needs:** Identify characteristics of the types of users and design the station to accommodate their needs.

**2.1 Commuters:** Consider the needs of regular visitors who travel alone and are focused on getting to the destination quickly and efficiently.

a. Uncluttered and clear pathways to support quick and efficient movement.

b. Information is provided to confirm journey decisions made on the go for onward routes and efficient transfer decisions.

c. Convenience retail and services.

## DESIGN PROMPTS

What destination types does the station serve?

What are the traveler's priorities and expectations at this category of destination?

What identity does the place have, and what is it known for?

What is important to the local community?

Is the area and destination category likely to change or evolve in the future?

What types of users are most likely to use the station?

What is the estimated distribution of user types?

What are the information needs for user types at this station?

What are the amenity needs for user types at this station?

How does the spatial organization, wayfinding, and sizing of routes and/or waiting areas respond to the user types at this station?

2.2 **Recreational & Occasional Users:** Consider the needs of those who use light rail for certain errands or destinations, or special trips at off-peak hours. These users may travel in small groups, are purposeful in movement, but more relaxed than commuters.

a. Waiting spaces to meet friends.
b. Clear signage and information to easily find destinations.
c. Retail or other services that enhance the journey.

2.3 **All Purpose Riders:** Consider the needs of regular users who may travel alone or with family to make daily or weekly trips and errands, possibly linking trips. They may travel at all times of day, may have packages, strollers, wheeled carts, or groceries:

a. Bathrooms and baby changing stations.
b. Child and family-friendly facilities, essentials, and features.
c. Space to navigate carts, bicycles, or packages.
d. Wifi and phone charging stations.

2.4 **Tourists:** Consider the needs of tourists who may use a station only once, and may be unfamiliar with the transit system and neighborhood routes and destinations.

a. Space to navigate with luggage, or move in groups.
b. Clear directions and signage.
c. Features for information about neighborhood, such as maps, kiosks, event postings.

C3 **Ridership & Use Patterns:** Identify the likely use patterns of a station, and how the station and public realm design should respond.

3.1 **Passenger Demand:** The numbers and mix of users may change at certain times of the day and week, and for events that cause a surge in users.

3.2 **Modal Mix:** The anticipated and desired modal split of arriving and departing passengers shapes the spatial arrangement, scale, and design of the station frontage and public realm, anticipating future desired modal splits over time.

3.3 **Frequency:** Facilities with higher frequency onward bus routes may require more complex queuing and circulation configuration, whereas facilities with lower frequency services and longer wait times may benefit from more comfortable waiting areas.

C4 **Local Context & Community:** Identify the attributes that create a sense of place and community cohesion to help integrate stations into local context.

4.1 **Cultural Landscape Analysis:** Consult with local Tribes and Indigenous communities to undertake a cultural landscape analysis that develops an understanding of the site's past and present significance.

4.2 **Community Aspirations & Objectives:** Understand community objectives included in local plans or voiced by communities to design a station and public realm that serves current and future generations.

## DESIGN PROMPTS

What is the estimated ridership for this station?

How has the station designed to accommodate future growth?

What are the anticipated ridership patterns for this station?

What is the anticipated mode share for how users will arrive and leave the station?

Are there likely to be different modes of access in the future?

What are the estimated patterns of movement for AM/PM/Weekends/ special events?

What is the anticipated number and frequency of bus connections to this station?

Are there likely to be surge events? How has the station been designed to accommodate large influxes of users?

Who is the local community?

How can the outcomes of the Cultural Landscape Analysis shape the planning and design of station environments?

Is there a concentration of seniors, families with children, or other groups who might have specific mobility requirements?

What are the priorities of Black, Indigenous and communities of color in the station area?

What efforts have been made to gather input from members of the community who do not fit the dominant demographics or ability?

What do the community plans say? What is the community vision, and how does the project advance this vision?

4.3 **Neighborhood & Community History:** Reflect the full diversity of local history and culture to enhance a sense of place and belonging.

4.4 **Demographics & Community Organizations:** Ensure facilities are meeting the needs and aspirations of underrepresented user groups.

4.5 **Economic Opportunity:** Consider how stations, TOD, and related public realm improvements can reinforce existing businesses and services, or create opportunities for expanding economic opportunity for local communities.

C5 **Origins & Destinations:** Identify where people go with a 10-minute walk, what user types visit these destinations, and what their travel patterns are like to enhance existing movement and places.

5.1 **Functional:** Specific uses, such as a library, hospital, or convenience shopping. All types of users will access these facilities, primarily during the day. While these destinations may be outside the immediate station context, they have the potential to impact ridership.

5.2 **Recreational & Cultural:** Places where people take more time, such as bars, parks, tourist destinations, regional shopping centers. Users will seek out these destinations, using wayfinding support, during daylight and off hours.

5.3 **Workplaces:** Where people work, and the relative density of employment. Most likely to be accessed by commuters during working hours, with surges of activity along routes to workplace clusters.

5.4 **Residential:** Where people live, and the relative density of housing or development capacity. Users will access these destinations during all hours of the day, making safety, convenience and security a priority.

C6 **Movement Around the Station:** Identify how people move around, and what current facilities, infrastructure, plans and standards exist that support or don't support desired movement patterns.

6.1 **Existing Environmental Features:** Consider features that could hinder or enhance movement, such as steep slopes, greenbelts, open space networks, trails, or environmentally critical areas.

6.2 **Infrastructure Barriers:** Barriers such as highways, busy arterial roads, and rail corridors may present challenges for station access.

6.3 **Existing Policies & Plans:** Consult existing policies and plans that dictate street typologies and design requirements that are based on the adjacent land uses and envisioned character of the street as the initial basis to guide street design. Work with SDOT to identify opportunities to revisit street design due to the transformative and pedestrian-oriented nature of the new light rail stations, shifting mode splits, and public realm priorities.

## DESIGN PROMPTS

Provide a map showing major functional, recreational/cultural, workplaces, or residential destinations within a 10-minute walkshed of the station. Is there safe, convenient access to neighborhood destinations along desire lines?

How do these origins and destination impact user needs, expectations, and use patterns?

Include physical barriers and desire lines for walking and biking. Are the connections clear?

Can the walking and bicycling experience along key routes be improved for any modes?

Does the station abut a main street, principal pedestrian street, or Class 1 pedestrian street?

What is the anticipated long-term layover need at this station? Where will layover be accommodated?

What are anticipated private shuttle bus needs at this location?

What is the City's designation for the New Mobility Hub at this location? Describe the priorities and needs for hub amenities at this location.

Review city transportation asset databases for curb ramps, crosswalks, sidewalk and pavement quality, etc. to map out access barriers.

# STATION & SITE PLANNING

*Plan the configuration of stations and station environments to be responsive to context and community vision, have an overall positive impact on mobility and livability, create opportunities for activity, and connect neighboring communities.*

**P1 Strategic Entry Locations:** Site stations and entrances to provide convenient and intuitive wayfinding to station access points.

- 1.1 **Entrance locations:** Corner entrances are preferred to increase visibility and ease of passenger flow. Design mid-block entries with features that enhance the presence of the entry and aid in wayfinding.
- 1.2 **Connectivity & wayfinding:** Locate entrances and public spaces along key pedestrian, bicycle, and transit routes. Enhance connections to existing or future destinations, adjacent development, and public spaces.
- 1.3 **Multiple entries:** Distribute entrances and provide multiple entries to station lobbies to create direct routes from multiple directions.

**P2 Urban Fabric & Neighborhood Attributes:** Site and design transit facilities and public spaces to respond to community objectives, desire lines, and be fully integrated with future or existing development.

- 2.1 **Established context:** Site, design, and scale station facilities to integrate with the adjacent public realm and reinforce the distinct place, taking cues from physical elements such as street blocks, plot shapes, and buildings.
- 2.2 **Emerging or evolving context:** Employ local architectural language, cultural expressions, and innovative design as a catalyst for positive context and place-enhancement.
- 2.3 **Community assets, anchors & landmarks:** Create sightlines and physical connections to scenic views, natural features, and local destinations. Preserve and rehabilitate existing on-site features that contribute to the character of the neighborhood.
- 2.4 **Community catalyst & focal point:** Plan and configure stations and station environments to create visual focal points through high quality architecture, public spaces, art, and amenities integrated with transit infrastructure and TOD.

**P3 Development & Open Space Configuration:** Site, configure, and design station facilities, guideways, and spaces in the public realm to support opportunities for equitable TOD and public realm activation that respond to the needs and vision of local communities.

- 3.1 **Integration with development:** Configure facilities and on-site circulation to maximize opportunities for co-development.
- 3.2 **Permeability:** Create station environments with clear sightlines and direct pathways to destinations. Place transit infrastructure and equipment in locations that do not create physical or visual obstructions to allow easy and direct movement through the site.

## DESIGN PROMPTS

How are entries located and the surrounding environment designed to provide visibility and legibility from major pedestrian routes?

Are station access points logical and convenient for all modes arriving or departing the station?

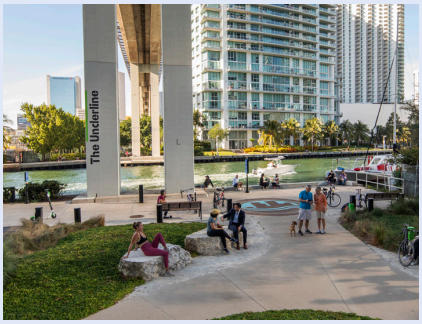
What opportunities exist to connect to local open spaces, parks, or other recreational facilities?

What cues from the context have informed the design? How has the street grid, block forms, views, or adjacent uses informed the spatial planning of the station?

How does the facility support community ETOD, including local businesses, affordable housing, and other community-serving uses?

How have the perspectives of local Black, Indigenous, and communities of color been addressed in facility and open space planning and design?

*A corner entry integrated with TOD. Prominent architectural features and a generous public realm increase legibility and a sense of arrival.*




*Intentionally designed open space that supports neighborhood connectivity.*

3.3 **Service & vehicular access:** Minimize vehicular circulation on site while accommodating access for transit, TOD, fire, and maintenance. Consider curbless designs that prioritize seamless pedestrian movement while encouraging vehicles to move at a slow speed.

3.4 **Intentional public spaces:** Intentionally configure, size and design all exterior spaces to suit the intended uses and support adjacent interior spaces and TOD. Avoid large, unprogrammed, or isolated open spaces that are not supported by active edges or infrastructure that allow for activation or events.

3.5 **Plan for equipment & services:** Integrate exhaust venting and other ancillary uses and equipment into station buildings or co-development, away from street-facing or public-facing facades, or as freestanding equipment in the public realm. Locate back of house functions as to not deter from areas of pedestrian activity.

3.6 **Support economic opportunity:** Generate opportunities for vending, small affordable retail, community uses, and street-level activation. Consider opportunities to integrate commercial spaces into stations, adjacent TOD, and plazas to offer retail and services that allow users to minimize need for additional trips.

**P4 Sustainability & Resiliency:** Employ environmentally responsible planning principles to contributes to the long-term health of local communities, transit users, and the natural environment.

4.1 **Minimize energy consumption:** Design facilities to minimize energy consumption with passive design and renewable energy generation on site.

4.2 **Water management:** Explore opportunities to capture and treat rainwater and to utilize rainwater for irrigation and other non-potable uses on site. Design the station considering potential changes to climate and extreme weather events.

4.3 **Minimize urban heat islands**: Design transit facilities and environments to minimize absorption and radiation of solar energy using site vegetation and high-albedo or green roofs.

## DESIGN PROMPTS

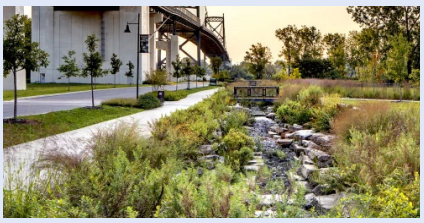
Have columns, equipment, ancillary facilities, and other infrastructure been located as to not create visual or physical obstructions along desire lines to surrounding streets and routes?

How do all edges of above grade structures respond to adjacent streets, open spaces, or existing/future development?

Do all open spaces have an intended function? Are are they sized and sited to suit their function and to support adjacent uses?

Does the design incorporate energy efficient design strategies to utilize passive heating and cooling or renewable energy?

What planning principles have been employed to develop a sustainable and resilient station and public realm?



*Green infrastructure used to capture rainwater.*

*Integrated convenience retail for users makes journeys more efficient. A unique canopy defines the architectural concept and provides a permeable station environment.*

*Station access and facilities fully integrated into TOD and public realm design to maximize development capacity, public realm activation and user experience.*

# MOVEMENT & CIRCULATION

*Plan and design stations and the public realm to achieve a comfortable, intuitive, and organized spaces for ease of multimodal movement to and from the station.*

**M1 Spatial Arrangement & Sequencing:** Arrange and design spaces to minimize the potential for conflicting flows of people at station frontages.

- 1.1 **Decision spaces:** Areas where passenger and pedestrian decisions take priority should have clear sight lines and consistent, visible signage.
- 1.2 **Circulation spaces:** Places that connect decision spaces should be reserved for clear, direct, and unobstructed movement and connections to and from transportation modes and the surrounding area.
- 1.3 **Opportunity areas:** Spaces that are not dedicated to decision making or circulation are ideal for pedestrian elements such as public art, seating, retail, displays, cafes, and landscaping.

**M2 Sizing & Scale:** Minimize conflicts by appropriately scaling and sizing spaces such as entrance lobbies, landing zones, circulation routes, sidewalks, bus zones, and plazas.

- 2.1 **Peak demand:** Scale elements to accommodate predicted passenger volumes and anticipated peak demand by various modes.
- 2.2 **Sidewalk widths**: Where high volumes of pedestrians are anticipated, widen sidewalks beyond minimum requirements or situate plazas to ease pressure for movements counter to the dominant direction of travel.
- 2.3 **Current and future capacity:** Establish the capacity and sequence of spaces to support predicted passenger volumes and peak movements by various modes, considering future increases.
- 2.4 **Landing zones:** Provide generous space at all stair, elevator and escalator landings, not conflicting with sidewalks placed to reinforce desire lines.
- 2.5 **Intermodal connections:** Site station entries to provide generous space in public realm to accommodate intermodal connections.

**M3 Direct, Clear, & Predictable Routes:** Plan spaces for users to intuitively and comfortably flow through stations. Reinforce natural desire lines for station users, limit the complexity of travel through a station, and avoid creating blind corners and circuitous routes.

- 3.1 **Remove barriers:** Prioritize direct and clear routes to bus stops, pedestrian crossings, bike facilities, adjoining streets, and destinations. Avoid visual and physical obstructions to provide easy access and movement.
- 3.2 **Vertical Circulation:** Optimize elevator and escalator locations and orientation to the street to achieve direct routes with clear sightlines to destinations and avoid the need for mezzanine connections or circuitous routes. Consider the need for redundancy in the provision of elevators and escalators to accommodate service interruptions.

## DESIGN PROMPTS

Has sufficient capacity been provided at entrances to accommodate pedestrian movement and orientation to destinations?

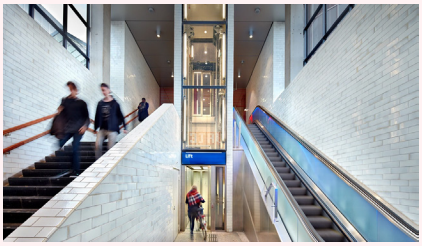
How were areas of conflicting direction or priorities resolved? How station layouts were refined to resolve modal conflicts?

Are the sidewalk widths adequate for current use patterns and anticipated station volumes?

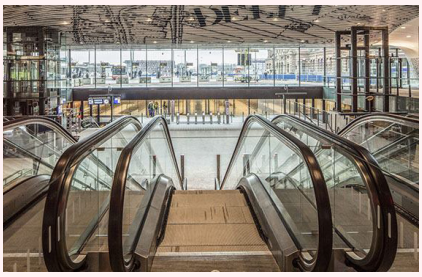
Have spaces including lobbies, sidewalks, bus zones, landings, and plazas been scaled and sized to accommodate anticipated volumes?

Have escalators and elevators been located on or adjacent to desire lines, with the flow of travel and sightlines oriented towards destinations, exits, and entrances?

*Wide sidewalks for pedestrian at station frontage*



*Elevators, escalators, and stairs with clear sightlines and natural surveillance.*



*Orient escalators so users exiting the station face towards the exits with clear sightlines, allowing users to see exits and destinations outside the station.*

# MOVEMENT & CIRCULATION

**M4 Prioritizing Pedestrian Movement:** Plan and design pedestrian routes to and through the station environment to prioritize the needs, safety, and comfort of pedestrians, ensuring seamless, intuitive, and predictable pedestrian movement.

4.1 **Crossings:** Align pedestrian crossings with desire lines to adjacent development with midblock plazas or pathways to open spaces.

4.2 **Design at Intersections:** Design and program corners to prioritize pedestrian safety and comfort.

a. **Sidewalks:** Maintain a continuous sidewalk width and pedestrian clear zone as it approaches the intersection, setting structures back to create more space as necessary.

b. **Curb ramps:** Appropriately size and design curb ramps and crosswalks to accommodate higher volumes of pedestrian movement. Ensure curb ramps are clear of obstructions.

c. **Pedestrian crossings:** Design for safe and well-lit pedestrian crossings and refuge medians or curb bulbs to physically and visually narrow crossing distances.

4.3 **Special streets:** Coordinate with SDOT to incorporate designs for street concepts, shared streets, or fully pedestrianized streets and spaces.

4.4 **Traffic calming:** Promote pedestrian safety and traffic calming through changes in roadway surface treatments, raised crosswalks, shared spaces, and right-sized vehicular travel lanes.

4.5 **Vehicular access:** Minimize vehicular curb cuts and driveway entrances on station and TOD sites, particularly in locations that cross primary pedestrian routes. Design vehicular access routes to prioritize pedestrian movement and slow vehicular traffic.

4.6 **Service & maintenance access:** Locate service and maintenance parking functions away from the main pedestrian areas and plazas.

**M5 Organizing Modal Circulation:** Organize and design multimodal movement at the station's frontages to prioritize safe, comfortable, and convenient walking and bicycling, to facilitate quick and easy transfers to public transit options, and to minimize conflicts between modes.

5.1 **Minimize modal conflicts:** Locate station entrances, public spaces, and decision points to minimize conflicts among different modes.

5.2 **Pick up and drop off locations:** Identify vehicle pick up and drop off zones near station entrances, while prioritizing non-motorized, transit, and paratransit station access directly at station entrances. Design the streets at the station frontage to prevent pick up and drop off activities in bicycle lanes, bus lanes and stops, and pedestrian crossings.

5.3 **Bicycle facilities & networks:** Plan and design bicycle facilities to provide seamless, safe, and comfortable facilities and connections. Configure station sites to accommodate all age and ability bike connections and adequate bike storage.

a. Protected bicycle facilities at the station entrances minimize conflicts with other modes and create clear thresholds between bicycle, pedestrian, and transit vehicle spaces.

b. Bicycle routes that are continuous and avoid sudden dead ends or merging with vehicular lanes.

## DESIGN PROMPTS

How have adjacent rights-of-way been configured to ensure prioritization for non-motorized station access?

Does the spatial design minimize modal conflicts?

How can an all ages and abilities bike connection be achieved to the front door of the station?

*Raised bicycle facilities at frontages provide seamless connections, delineate travel paths, and encourage slower speeds.*

*Shared streets and plazas at station frontages and along travel routes create spaces for community gathering and enjoyment.*

*Painted pedestrian crossings at station entries contribute to a station identity and increase the visual presence of the facility.*

*A shared street design provides ample space for pedestrians, bicyclists, and seating, while accommodating slow moving vehicles for local access.*

c. Raise bicycle track facilities to the sidewalk level along the station frontage to create a seamless mounting and dismounting experience. Wider bicycle facilities allow slow passing bicycle movement around those entering or exiting the station.

d. Minimize distances between the bicycle facility, bicycle parking, and the station entrance.

e. Cover short-term and long-term bike parking at each station, accounting for future growth and special events.

f. Signage and physical cues along the bicycle network to direct users to parking location(s).

g. Flexible spaces close to the station entrance may accommodate parking for new and emerging micromobility and future expansion.

5.4 **Bus & paratransit:** Prioritize bus stops at the curbs closest to the station entrances. Site bus stops to minimize walking distances to station entries and street crossings.

a. Coordinate stop location and length based on guidance from King County Metro and Seattle Department of Transportation to understand planned bus routing at station opening.

b. Design bus zones at station frontages to comfortably accommodate recommended bus stop widths without impeding on pedestrian or bicyclist through movement, widening sidewalks or setting back structures as necessary.

5.5 **Seamless bus transfers:** Coordinate with King County Metro and the Seattle Department of Transportation to ensure a comfortable, intuitive, and seamless bus transfer.

a. Site user essentials including seating, lighting, waste receptacles, and integrated bus-rail real time transit information at bus stops adjacent to the station.

b. Provide bus queue jumps, bus only zones, and other tactics to prioritize efficient bus movement at the station frontages.

c. Locate bus layovers away from the station frontage to minimize negative impacts to the pedestrian experience.

*Weather protection provided by bus shelters and the elevated guideways are well-lit, providing a safe and comfortable place to wait for buses.*

*A pedestrian priority shared street creates a community gathering space while allowing for critical access needs.*

*Personal and shared bike/scooter parking with charging capabilities*

*Bike parking in close proximity to the station entrance.*

*A sculptural structure provides weather protection for bike parking and enhances sense of place*

# STATION & PUBLIC REALM DESIGN

*Design welcoming stations and station environments that are responsive to local context, enhance the community's public space network, and contribute to community identity, social connection, and public life.*

**D1 Inclusive Spaces:** Design station environments that are welcoming to people of all races, ethnicities, abilities, ages, genders, and backgrounds.

- 1.1 **Create spaces of racial and cultural equity:** Plan station environments in partnership with Black, Indigenous, and communities of color to ensure that spaces are affirming and culturally responsive.
- 1.2 **Authentic representation:** Elevate the perspectives and cultural expression of underrepresented communities in station and public realm design by embedding stories, history, and culture through form, materials, programming, and art.

**D2 Reflecting Local Identity:** Create memorable stations with distinct design identities and contextual design elements that reflect the area's culture, communities, history, and aspirations.

- 2.1 **Balance network with local:** Design individual transit facilities to foster a distinct identity and reflect the full diversity of local communities with unique features while maintaining appropriate consistency and clarity across the network.
- 2.2 **Indigenous design:** Work in partnership with local Tribes and Indigenous communities to uplift, honor, and integrate Indigenous knowledge, practices, stories, and perspectives at every station and into various aspects of the facility design, including the architectural concept, materials, colors, lighting, furnishings, design detailing, signage, and art.
- 2.3 **Integrated public art:** Locate and size art at the outset of station design to be a transformative part of the user experience and to integrate art with the overall design concept within the station and public realm.

**D3 Design Concept:** Develop a legible and distinct design concept that integrates cultural expressions of local communities, tells a narrative of place, and unites all station elements into a cohesive identity.

- 3.1 **Architectural prominence:** Scale stations and the degree of architectural prominence to respond to the station type and context.
- 3.2 **Civic architecture:** Station and public realm design that create a welcoming gesture with distinct architectural expressions, forms, art, or features at both interior and exterior arrival points.
- 3.3 **Maximize daylight & transparency:** Arrange interior uses to maximize transparency and sightlines into, through, and out of stations, including lower levels.
- 3.4 **Legibility & atmosphere:** Employ a purposeful application of art, materials, form, or color to create focal points and define spaces in the public realm and within the station.
- **3.5 Transition in scale:** Minimize the physical and visual bulk of structures at ground level that impact the public realm by utilizing strategies that create a transition in scale to larger forms.

## DESIGN PROMPTS

How do the design concept and design detailing reflect the perspectives and cultures of communities of color?

What elements are unique to the station that reflect the local identity? What aspects of the local context, culture, communities, and history have informed the design?

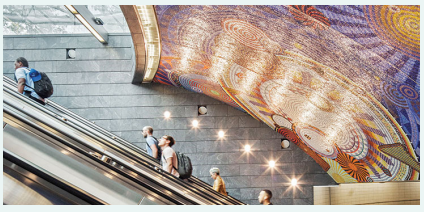
Where will public art be located? How will public art be integrated into the design and architectural concept?

How has the design concept been informed by collaboration with Indigenous communities?

How are architecture, lighting, materials, color, and art used to create atmosphere, highlight station architecture or features, and make comfortable, visually interesting spaces?

*Integrated art that represents the undulating pattern of water and the area's kaitiaki (guardian).*

*Aramoana, a pattern that references the waterways and the ebb and flow of tides, is used throughout the station environment.*



*Art integrated into the design of the station entry provides and immersive experience enhances the station's identity.*

# STATION & PUBLIC REALM DESIGN

**D4 Station Frontages & Facades:** Incorporate architectural gestures that create a sense of arrival both to the station and to the surrounding neighborhood.

- 4.1 **Neighborhood beacon:** Frame the entrance with materials, lighting, detailing, art and architectural features that announce the entry and create a welcoming beacon for the neighborhood.
- 4.2 **Generous entries:** Provide generous and inviting entrances that extend into the public realm. Include an ensemble of elements that creates an "entrance mat" with details such as paving and canopies.
- 4.3 **Maximize transparency & visual connections:** Create a visual connection in and out of the station, especially along all street-facing facades and other facades abutting pedestrian activity areas.
- 4.4 **Avoid blank walls:** Avoid blank walls on all street-facing facades or facades abutting pedestrian activity zones or in highly visible areas. Where unavoidable, design blank facades and/or screening to minimize perceived scale and provide visual interest with holistic and integrated solutions such as architectural features, textured materials or detailing, integrated artwork that reflects the local community. Avoid features that appear tacked on, such as greenwalls.
- 4.5 **Human-scaled design & detailing:** Design exterior and interiors to layer detailing at a variety of scales to achieve a high degree of visual interest. Avoid monotonous repetition and expanses of large panels or concrete with minimal reveals, texture, or joints.
- 4.6 **All sides designed**: Intentionally design all visible facades, including undersides of guideways and headhouse rooftops, incorporating art, lighting and design treatments.

**D5 Open Space Design & Activation:** Plan and design welcoming, attractive and intentionally programmed public open spaces that provide comfortable waiting and activity areas and are designed to reinforce the design concept, enhance community identity, and support public life.

- 5.1 **Arrangement and scale of spaces:** Plan and design and appropriately scaled spaces for the intended uses. Avoid large, unprogrammed occupiable areas that lack infrastructure to support events, that are not fronted by active building facades, or that lack visually interesting features that break up large expanses.
- 5.2 **Enhance community & open space networks:** Consider how on-site open spaces at stations and along the alignment can be designed and programmed to serve local communities and contribute to the wider network of open spaces and cultural assets in the neighborhood.
- 5.3 **Plan for public life:** Consider how furnishings, landscaping, and design features in the public realm can create outdoor "rooms" that support intended functions and user comfort in all seasons. Provide flexible spaces with utility hookups that can accommodate a variety of temporary and permanent uses.
- 5.4 **Hardscaping:** Utilize hardscaping to reflect the design concept and narrative of place, demarcate spaces and pathways, and contribute to wayfinding. Consider how to scale and apply materials to visually break up large areas, create human-scaled spaces, and provide visual interest.

## DESIGN PROMPTS

How does the design of the station frontage reflect the communities and contribute to a narrative of place and people?

*A blank facade is designed with a pattern of basalt and glass inserts that represent local Indigenous deities and heritage, creating a focal point and reducing the visual scale of the facade.*

*Lighting, contrasting colors, design motifs, and tiling create scaled spaces with visual interest.*

*A permanent pavilion supports a variety of community events throughout the seasons.*

*Iconic canopy creates a legible and welcoming entry while maximizing daylight to the levels below.*


*Art as a station-identifying exterior facade feature, integrated into the design of the entry.*

# STATION & PUBLIC REALM DESIGN

5.5 **Plants & Landscaping:** Develop planting plans that provide year-round interest and utilize native plants and plants that are culturally relevant to local populations. Seek to provide and improve local ecosystems and habitat.

5.6 **Stormwater:** Integrate stormwater infiltration and bioretention areas into public realm and plaza design to create multi-functional areas. Consider storing and utilizing rainwater for irrigation.

**D6 Safety & Comfort:** Design, program & scale interior and exterior spaces to ensure users feel safe, comfortable and have a positive experience. Prioritize personal safety through lighting, activation, minimizing barriers, and open sightlines rather than fencing.

6.1 **Clear sightlines:** Design spaces with open sightlines to enhance personal safety, avoiding dead ends, recesses, and blind corners, and minimizing the need for external security features and physical barriers.

6.2 **Scaled & legible spaces:** Scale spaces to ensure the height to width ratio creates a comfortable human scale. Where rooms or spaces lack a defined celling or edge, use secondary elements such as canopies, dropped ceilings, lighting, or landscaping to create a sense of enclosure or to visually break up space.

6.3 **Back of house:** Distinguish public areas from service or back of house areas through design and landscape treatments, avoiding utilitarian fencing or barriers. Provide screening for exposed equipment that is fully integrated into the design and architecture of the station, opting for artful expressions or material applications that reflect local communities.

6.4 **Avoid isolated spaces:** Site entrances as to avoid excessive setbacks with unprogrammed space from the street edge. Lay out station facilities, including entries, pathways, and bus stops to avoid creating isolated areas with few sightlines or large unprogrammed spaces.

**6.5 Street-level activation:** Frame public spaces and pedestrian access routes with active uses and placemaking functions such as spaces for retail, community interaction and activity, art, substantial landscaping, interactive elements, seating, play features, and vending or kiosks.

**D7 Quality Materials, Finishes, and Detailing:** Use high quality materials, furnishings, and finishes that reinforce the design concept and station identity to create a positive user experience, aid in navigation, and create a cohesive station environment.

7.1 **Texture & Visual Interest:** Consider the textural, tonal and tactile qualities of materials, opting for those with inherent texture. Avoid expanses of large metal panels, high-density composite material, or smooth concrete, especially in highly-visible areas.

7.2 **Local culture:** Use materials that reinforce a unique station identity, celebrate local cultures and history, and link the station back to its context and community.

7.3 **Durability:** Use high-quality materials that provide and evoke durability and permanence. Avoid thin materials, materials that do not age well, or materials that use paint as a finish.

## DESIGN PROMPTS

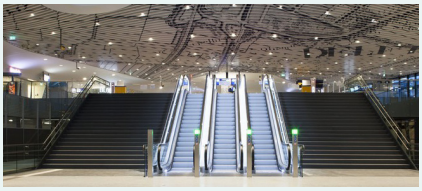
How has personal safety been maximized along a user's journey to the platform?

Does the spatial design provide clear sightlines and views?

Are local climactic aspects such as wind, sun and rain taken into account in the design of public spaces? How are waiting areas and activity areas located and designed considering sun, shadows, wind, and rain?

*Station designed with maximum transparency and clear sightlines to elevators, platforms, and destinations. Wood on the canopies provides a focal point and adds warmth and texture.*

*Playable features provide activation and interest in plazas and waiting areas.*



*An integrated design solution that uses art, form, and color to create a focal point, reflect local culture, and provide acoustic benefits.*


*Material palette unique to the station and used in various applications throughout to create a cohesive identity. Materials chosen to provide human-scaled texture, detailing, and visual interest.*

# STATION & PUBLIC REALM DESIGN

7.4 **Focal points & contrast:** Use material detailing that reinforces the design concept and makes a station memorable. Employ a purposeful application of colors, textures, forms, and art to create atmospheric spaces and focal points that reflect the local community.

**D8 Lighting:** Use lighting to create a welcoming and safe ambiance, provide visual interest and focal points, aid in wayfinding, help scale spaces, contribute to local identity, and support community uses and functions.

8.1 **Natural Light:** Maximize the use of natural light to all zones and platforms. Where no natural light is available, mimic natural light with similar color temperature.

8.2 **Layered lighting:** Use a hierarchy of layered lighting to add visual interest, assist in natural wayfinding, and complement the architecture.

a. **Ambient:** Create high uniformity in lighting levels to provide functional and safe lighting across the space.

b. **Accent/Feature:** Provide visual emphasis on vertical surfaces, architectural features, or highlight entries and destinations. Use light and color to add drama to destinations and spaces and to provide an extra layer of visual interest.

c. **Orientation:** Aid in wayfinding by drawing the user through a space towards the next, such as highlights at tunnel entrances.

8.3 **Continuity of existing styles:** Where a predominant style of light fixture is already in use within a neighborhood, use similar styles in a consistent manner.

**8.4 Pedestrian scale lighting.** Integrate pedestrian scale lighting between station entrances, bus stops, pedestrian crossings, and bicycle parking. Provide even and uniform lighting, avoiding dark areas, glare, or sharp contrast and shadows.

8.5 **Frontage as beacon:** Use well-lit active frontages and transparent building materials to provide ambient lighting to public spaces, bicycle facilities, and sidewalks.

**8.6 Under guideways:** For elevated stations, provide the appropriate level of pedestrian scale lighting and other types of lighting improvements under the guideway columns to create a pleasant and well-lit experience.

**D9 Integrated & designed equipment:** Consider operational and mechanical needs alongside station ambiance and passenger movement, ensuring that the location and design of equipment or screening does not detract from the pedestrian experience or visual aesthetics of the station environment and public realm.

**9.1 Locating equipment:** Locate equipment in areas that will not block flow or sightlines across platforms, in public spaces, or in pedestrian circulation routes.

9.2 **Integrated screening:** Where screening is used for equipment that is visible from the public realm, utilize design approaches that reflect the design concept, are fully integrated with adjacent structures or architectural forms, and are responsive to adjacent uses.

**9.3 Equipment as a feature:** Consider opportunities to use equipment as a design feature of focal point.

## DESIGN PROMPTS

How does lighting aid with wayfinding, provide focal points or visual interest, and enhance station identity?

How are materials and lighting used to highlight key features and/or differentiate spaces from one another?

*Transparent canopies and walls provide maximum natural lighting and create an airy environment.*


*Lighting highlights the station architecture. Ambient lighting spills out to help light exterior spaces.*

*Color-changing feature lighting communicates which bus route is arriving without having to read a sign.*

*Accent lighting on architectural features that provide wayfinding to exits and enhance the station identity.*

*The space is scaled and lit to prioritize human comfort. The blue tiles and art lighting display make the station identifiable when arriving and provide visual interest.*

# STATION & PUBLIC REALM DESIGN

**D10 Intuitive wayfinding & information:** Employ the use of form, materials, art, and other elements to integrate wayfinding into the design of the station and allow for intuitive, stress-free movement that helps users reach their destination without the need for excessive directional signage.

10.1 **Integrated wayfinding:** Use visual and tactile cues to integrate wayfinding into the design of stations through spatial planning, architectural features, lighting, structural elements, and surface finishes that help users where they need to move to next.

10.2 **Platform identity:** Employ distinct design features such as materials, color scheme, patterns, community references, or art along the platform walls that make the station immediately identifiable to users arriving by train without signage or audio.

10.3 **Sightlines & desire lines**: Optimize sightlines for standing and seated users within facilities and visibility of their surrounding context by orienting the direction of user travel towards exits and entrances, framing views, and maximizing transparency to connect the interior and exterior of stations.

10.4 **Legible spaces & movement:** Design spaces with clearly defined edges and transitions to give user a sense of moving through space, and provide clear sightlines and views to destinations in each space.

## DESIGN PROMPTS

How do design elements in interior and exterior spaces, including lighting, architectural features, and surface treatments aid with intuitive wayfinding and defining distinct spaces?

*An entry integrated into joint development provides wayfinding with architectural features, generous heights, and forms.*


*Artwork that runs the length of the platform helps user on board to recognize what platform they have arrived at without the need for signs.*

*Architectural features help users inuitively navigate from one space to another.*

*Art and lighting can help provide intuitive wayfinding, create and immersive experience, and enhance the identity of the station.*

# USER ESSENTIALS

*Provide necessary elements to make all user's experiences easy, comfortable convenient, and joyful.*

**E1 Inclusive Facility Planning:** Include a diverse range of users in the planning and design development of stations. Consider gender, ethnicity, age, literacy and language skills, health, size, ability, and disability. Incorporate design elements that connect with users' senses, including touch, sight, hearing and smell in support of their use of the system

1.1 **Accessible & Barrier-Free:** Design the station to be easily navigated and used by all people without the need for adaption or circuitous routes. Design stations to minimize and mitigate barriers to legibility and accessibility.

1.2 **Design for specific user groups:** Incorporate features to enhance comfort and ease for groups with specific needs, such as seniors, children and families, people with limited English proficiency or literacy, people with luggage or strollers, people using wheelchairs or other mobility devices, and people with mobility, hearing, or visual impairments.

**E2 Physical Accessibility:** Provide direct, step free and barrier free routes within the station environment, particularly between the station entrance and adjacent transit stops. Where steps are unavoidable, the step free route should be easily visible and appropriately signed from the main pedestrian desire line.

2.1 **Paratransit:** Consider slope and distance to accessible entrances when siting paratransit access. Provide an accessible, clear, and step-free path of travel between the paratransit parking zone and the station entrances

2.2 **Vertical circulation:** Integrate vertical circulation access points with primary entrance lobbies to avoid separating users by ability. Provide convenient connections with minimal levels and transfers to minimize inconvenience and discrimination for all users, including those with reduced mobility.

**E3 User Comfort:** Make all aspects of the user's journey comfortable, from the station entrance to the platform.

3.1 **Bathrooms:** Include bathrooms and changing stations appropriate to the facility scale function, and context. Locate facilities in areas that are highly visible.

3.2 **Waiting Facilities:** Provide waiting facilities appropriate for current and future capacity. Include a variety of seating and leaning rails to accommodate a range of users, weather protection, passenger information, kiosks, and points of interest such as art, community information, or other interactive elements that can be enjoyed by children and adults.

3.3 **Weather protection:** Design all user-oriented facilities to ensure that passengers are protected from weather conditions and to maximize the thermal comfort of passengers. Architecturally integrate these elements into the design of the facility, open spaces, and buildings.

## DESIGN PROMPTS

How does the design address diverse needs of specific user groups?

Is movement through the station direct, barrier-free, and easy for users of all abilities?

Are spaces free of clutter with appropriate tonal contrast between wall and floor surfaces?

Have all areas been provided with appropriate weather protection and capacity?

Have passenger amenities, such as retail and toilet facilities been provided appropriate to use and context?

Can service information be accessed and understood by all users? Are icons included on all signage where text is present?

What languages are spoken in the area? What languages are included on signage?

In addition to signage, what distinct features or design features would an arriving user see at the platform upon entering the station?

*Transparency along all facades of the station entry provides a visual connection in and out of the stations. Wood visible on the underside of the canopy creates a welcoming atmosphere. Station integrates retail space, and the plaza accommodates kiosks*

*Weather protection on an elevated pedestrian pathway to the platform.*

# USER ESSENTIALS

**E4 Accessible Information:** Make information accessible to the full range of users with a wide range of abilities and needs.

- 4.1 **Legible & Consistent:** Provide legible and useful directional signage and user information at logical and predictable locations.
- 4.2 **Universal:** Provide signage and navigation strategies that uses symbols, color coding, and pictograms. Utilize non-visual cues including information in Braille, audio cues, and tactile navigation strips.
- 4.3 **Language:** Include multiple languages and pictorial symbols, particularly at locations where there are languages other than English spoken.
- 4.4 **Beyond the station:** Provide maps, directional signage, and other information about the surrounding community and intermodal transfers to help users orient themselves upon exiting the platform and the station.

**E5 Vending & Services:** Provide user and community essentials to enhance convenience, comfort, and minimize the need for additional trips.

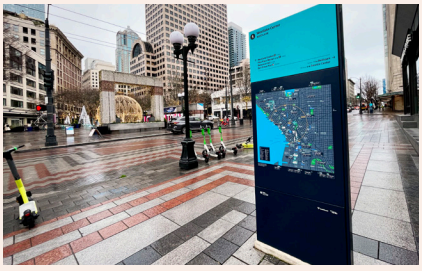
- 5.1 **Community priorities:** Plan for the inclusion of amenities at the outset of station design in collaboration with future users. Consider the following amenities: passenger restrooms and baby changing facilities; retail and food vendors; wifi; ATMs; phone charging stations; waste and recycle bins; community meeting spaces, structures or supporting features for community events.
- 5.2 **Integrated retail:** Consider retail spaces located within station environments scaled to the station and context, such as storefronts integrated into station frontages, pavilions with hookups for pop up vending, and stand-alone kiosks in plazas. Prioritize convenience retail where few retail opportunities exist near the station.
- 5.3 **Enhance community:** Include community amenities throughout the station site, including public plazas with gathering spaces, public information kiosks, public art, and opportunities for small-scale retail and markets.
- 5.4 **Future Flexibility:** Build in flexible space that can be adapted over time to evolving community needs or market conditions. Consider space within the station and station environment that can be converted to retail and incorporate utility connections in plazas to support public events, markets, and vendors.

## DESIGN PROMPTS

Have user amenities been provided appropriate to the destination type, user types, and community context?

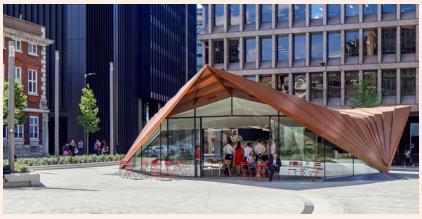
Has retail been integrated appropriate to the context?


*Atlanta's MARTA Market kiosks provide access to fresh produce to make shopping convenient for transit users*



*Wayfinding and information about the surrounding neighborhood at the station entries helps orient users to their destinations.*

*An open-air pavilion allows for pop up vendors and events all through the year.*



*A permanent kiosk/retail space can provide community space or permanent convenience retail*

# SPECIAL STRUCTURES

*Plan and design supportive infrastructure along the alignment to create a cohesive system of integrated architectural language while seeking opportunities to enhance place with unique features and programming.*

**S1 Integrated Corridors & Infrastructure:** Site and design structures and facilities along the corridor to create a positive relationship between structures and the context of the surrounding community, seeking to integrate infrastructure within existing and potential future circulation, open space, and ecological networks.

1.1 **Balance network & neighborhood:** Identify locations along the corridor where standardization reinforces the network identity and where there are opportunities to utilize transit infrastructure to create distinct places.

1.2 **Improve local conditions**: Site infrastructure to minimize permanent visual, physical, and environmental impacts, while seeking opportunities to enhance and repair local ecosystems.

1.3 **Anticipate future opportunities:** Ensure siting and massing of infrastructure maximizes opportunities for future development, open spaces, and connectivity projects. Avoid creating parcels that are challenging to utilize due to limited size, accessibility, or incompatible adjacencies.

1.4 **Architectural prominence**: Scale design and detailing appropriate to the visual prominence of infrastructure and how users will experience from different modes. Incorporate fine grained, human scaled materials, landscaping, art, and lighting where users will experience structures up close, particularly in the public realm.

**S2 Places & Connections:** Seek opportunities to increase open space, incorporate community-led programming, and improve environmental health.

2.1 **Community Connections & Destinations:** Use spaces beneath and adjacent to guideways as open space and to support or create multiuse pathways. Integrate with existing and future transportation and open space networks.

2.2 **Community Amenities:** Use lands beneath and adjacent to guideways and structures to add to public space, support community programming, expand active transportation networks, and improve ecological health. Avoid unprogrammed and fenced off areas. Consider permanent and temporary community programming such as sports courts, farmers markets, etc.

2.3 **Sustainability & resiliency:** Utilize spaces beneath guideways and along corridors to serve as an extension of the local ecological network. Thoughtfully design landscape & stormwater management systems to integrate within the surrounding community and provide passive recreation opportunities.

2.4 **Gateways:** Design elements such as bridges, overpasses, portals, columns, and walls to serve as gateway features, utilizing form, art, materials, landscaping, texture or lighting to create a unique expression.

## DESIGN PROMPTS

How can spaces beneath and adjacent to guideways support community programming, usable open space, and pedestrian circulation?

What unique design details have been informed by the community and cultural context in locations where pedestrians will experience structures up close,?

*A parklet under the guideway contributes to a network of open space and utilizes local materials.*

*A bike path under the guideway enhances community connections and mobility.*

*Space adjacent to a guideway is programmed as a community garden.*

*Soccer fields provide activation under a guideway while utilizing the structure to provide lighting.*

# SPECIAL STRUCTURES

**S3 Guideways:** Design elevated, at grade, and trenched guideways visible from the public realm that create cohesive design with visual continuity between vertical and horizontal elements and at transitions.

3.1 **Minimize shadow impacts:** Locate guideways and columns to not over-shadow public places, streets or light-sensitive habitat.

3.2 **Minimize visual bulk:** Design guideway girders to have a simple and consistent visual profile that utilizes strategies to reduce visual bulk. Minimize the physical and visual bulk of structures at ground level that impact the public realm.

3.3 **Treatments to enhance the public realm:** At key locations in areas with higher levels of pedestrian interface and visual presence such as gateways, neighborhood nodes, or the immediate station area, integrate unique design features such as artistic lighting, interesting forms and structures, significant landscaping features, or other artistic expressions that reflect local communities and cultures.

**S4 Columns:** Scale columns detailing and design treatments to the context, relationships to guideway, and surrounding activity.

4.1 **Minimize impacts to mobility and public realm:** Locate columns fully clear of sidewalks, streets, bike facilities, viewsheds, and pedestrian desire lines. When located in the public realm, minimize visibility of base foundations and provide a transition in scale.

4.2 **Reflect local context:** When columns are located in the public realm, integrate neighborhood specific design elements through the addition of art, textures, landscaping, or other artistic treatments, especially near station entrances or adjacent to pathways or sidewalks.

**S5 Fencing:** Plan infrastructure and spaces to minimize the need for fencing, and minimize the visual presence when fencing is needed.

5.1 **Minimize fencing:** Limit fencing to areas where absolutely necessary for safety of operations, using the absolute minimum footprint. Avoid fencing unprogrammed areas, instead working with local community to program spaces for active or ecological uses.

5.2 **Visual interest**: Use fencing that enhances the aesthetics of place. Seek to minimize the presence of fencing with a high degree of transparency and layered plantings at the base. Alternatively, seek opportunities to utilize fencing as cultural and artistic expressions.

**S6 Walls:** Design walls to minimize perceived bulk and scale and provide appropriate visual interest for the location and visibility.

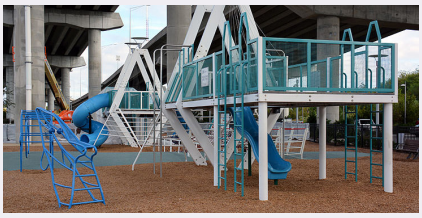
6.1 **Visual interest and scaling:** Utilize geometric design, textures, and proportions to reduce perceived scale and provide visual interest. Use repeating elements, patterns, textures, and artistic expressions to create rhythms and provide intermediate scaling. Limit disruption of detailing due to joints in wall or grade changes.

6.2 **Degree of visual presence:** Consider wall concepts as it relates to surrounding context. Consider if a wall should serve as gateway or community focal point with art or bold design, or should recede into background layer of a layered landscape, scaling elements based on adjacent uses and activities.

## DESIGN PROMPTS

What opportunities exist to incorporate local expression into the design of elements, especially in locations with high levels of pedestrian interaction?

*Laser cut, powder coated panels are durable and provide visually interesting panels the reflect local culture and community.*



*A playground under a guideway is protected from weather and can be used year-round.*

*Space under the guideway used for sports courts.*

*Secondary elements that wrap the columns provide visual interest and a transition in scale.*

*An integrated, artistic design provides a high degree of visual interest and evokes a sense of place.*

# SPECIAL STRUCTURES

6.3 **Integrate vegetation:** Consider stepping back, creating tiers, or providing a visual break using built-in planters or other vegetated treatments. Provide vegetated buffers where walls meet grade to reduce visual scale and soften hardscaping.

**S7 Portals:** Site and design portals as opportunities to enhance and create place.

7.1 **Integrate with landscape and open space:** Design portals to complement the adjacent landscape. Utilize space above and around portals as accessible public space or to enhance ecological functions.

7.2 **Articulated Surfaces:** Reduce the visual mass of concrete surfaces with legible scoring, textures, or other artistic expressions.

7.3 **Design as gateway:** Design details to elevate and reinforce portals as gateways, using all surrounding infrastructure and elements to create a cohesive expression.

**S8 Bridges:** Design bridges as cohesive forms with a visual balance between vertical and horizontal elements that complement the surrounding natural and visual context.

8.1 **Reflect local context:** Ensure integration of bridge approach within surrounding environment, considering the appropriate degree of architectural presence. Fully integrate lighting and art to create a cohesive form and expression that enhances place.

8.2 **Enhance pedestrian connections:** Explore integrated pedestrian and bike infrastructure on bridges to enhance active mobility networks.

**S9 Ancillary Facilities:** Locate ancillary facilities necessary for the operation of the light rail, such as TPSS, signal bungalows, ramps, and venting stacks, to minimize disruptions to public space and mobility, while seeking opportunities to enhance community and cultural expression.

9.1 **Consolidated and integrated:** Avoid standalone ancillary facilities in the public realm or that disrupt mobility facilities, opting to integrate them into structures or groupings that minimize the obstruction of public space.

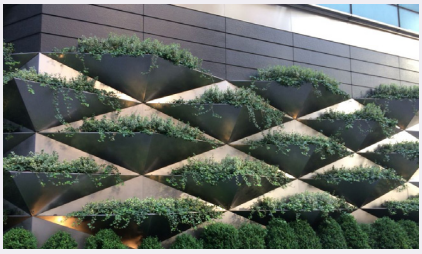
9.2 **Detailing and screening:** Use pedestrian-oriented and human-scaled treatment of walls and fencing. Consider how to reflect local communities and cultures with the materials used, applied artwork, landscaping, and screening.

9.3 **Minimizing visual impacts:** Employ design techniques to minimize the visual presence of ancillary facilities. Alternatively, seek opportunities to utilize strategies such as art or artistic expressions to create unique features.

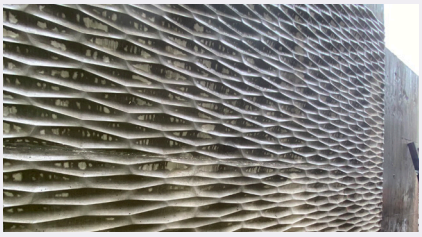
## DESIGN PROMPTS

How have ancillary facilities been designed appropriate to the degree of visibility from the public realm?

*A unique lattice structure along the guideway matches the pavilion at the nearby station, providing wayfinding and creating a more pleasant, dynamic experience for the pedestrian traveling under the guideway.*



*Green walls with integrated planters and irrigation breaks up the scale of a large wall while ensuring the long-term health and success of the plantings.*



*A wall with human-scaled texture provides a high degree of visual interest through depth and repeating patterns.*

*The Marsupial Bridge is a bike and pedestrian bridge supported by the existing vehicle bridge structure that creates direct pedestrian connection to a multi-use path network., .*