

# SEATRAN

## DCLU

### Director's Rule 2-2001

<b>Applicant:</b>  City of Seattle  Department of Transportation  Department of Design, Construction and Land Use	<b>Page</b>  1 of 28	<b>Supersedes:</b>  NA				
	<b>Publication:</b>  2/8/01, 7/12/01	<b>Effective:</b>  8/24/01				
<b>Subject:</b>        Seattle Design Guidelines for Link Light Rail, Southeast Seattle Stations	<b>Code and Section Reference:</b>  Ordinance 119974					
	<b>Type of Rule:</b>  Code Interpretation					
	<b>Ordinance Authority:</b>  SMC 3.06.040					
	<table border="0"><tr><td><b>Approved</b></td><td><b>Date</b></td></tr><tr><td>(signature on file) Daryl R. Grigsby, Director, SEATRAN</td><td>8/22/01</td></tr></table>		<b>Approved</b>	<b>Date</b>	(signature on file) Daryl R. Grigsby, Director, SEATRAN	8/22/01
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<b>Index:</b>  Land Use Code (Title 23)	<table border="0"><tr><td><b>Approved</b></td><td><b>Date</b></td></tr><tr><td>(signature on file) R.F. Krochalis, Director, DCLU</td><td>8/24/01</td></tr></table>		<b>Approved</b>	<b>Date</b>	(signature on file) R.F. Krochalis, Director, DCLU	8/24/01
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**Seattle Design Guidelines  
For Link Light Rail  
Southeast Seattle Stations**

(Martin Luther King Jr. Way corridor, Edmunds, Othello, Henderson)

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. The Guidelines set the standards by which Link and related public improvements can be evaluated during the design, permit review, and construction process. This involves two elements:

1. Ensuring that development of Link Light Rail is in keeping with sound urban design principles and the City's expectations for each station; and
2. Directing the development of improvements to the public spaces around light rail stations and facilities, which are so integral to Link's operation and success.

With respect to item #2 above, the City acknowledges that some of the public spaces around light rail stations will be improved as part of the Link project, while others may be improved over time by the City, other public agencies, and/or private parties in association with redevelopment. Accordingly, the Design Guidelines for Link Light Rail focus on the vision for stations and related public spaces, without identifying who has financial responsibility for each element. Agreements between the City and Sound Transit, notably the Memorandum of Commitment, are the best sources of information about the scope of the Link project.

Another important aspect of light rail is the use and development of private property near stations. A successful relationship between adjacent land use and light rail is synergistic— with each supporting the other. Since October of 1993 the City has had design guidelines that apply to the development of multifamily and commercial buildings of a certain size. Until such time as the City determines that additional guidelines are necessary, the "Design Review: Guidelines for Multifamily & Commercial Buildings" will apply in reviewing any transit-oriented development— or other private development— near Link Light Rail stations.

## **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 will also be used by Sound Transit in the post-30% design phase as a succinct reiteration of Light Rail Review Panel recommendations and guidance from City staff and the community to date. Members of the public will find the Guidelines helpful as a description of the criteria the City will use to evaluate Link design work, and as a tool to conduct their own design review. Lastly, since the Guidelines address some of the same issues encompassed by the City's Station Area Planning Concept Packages for each station, the Site Planning, Streetscape Compatibility, and Linkages guidelines may also be useful to City staff 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;
- City of Seattle Station Area Planning " Concept Packages," produced during the spring of 2000;
- Public comments from discussions held with Station Area Advisory Committees during the fall of 2000; and
- Adopted neighborhood plans whose boundaries encompass one or more Link stations.

A team comprised of City and Sound Transit staff prepared the Guidelines, working under the direction of CityDesign and the Light Rail Review Panel.

## **Authority**

Once community review is complete, the Link Design Guidelines will be 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 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 (such as 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 large scale to small scale. 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, including:

- Height, bulk, and scale
- Street frontages
- 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, including:

- 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 (e.g. benches, kiosks)

**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
- Sustainability
- Maintenance

## At-Grade Stations and Alignment

(Martin Luther King, Jr. Way corridor, Edmunds, Othello, Henderson)

### Opportunities and Challenges at At-Grade Stations

- At-grade light rail offers a tremendous **opportunity to integrate light rail into the community** and make the system visible for its users. Unlike aerial and tunnel stations and alignments which require the user to ascend or descend to reach the platform, with at-grade stations the platform is made a part of the streetscape itself, and its presence— along with the regular passing of trains— becomes a regular reminder of and advertisement for the system. The challenge is that while at-grade stations are highly visible, they must also compete for attention with the rest of the street and other nearby attractions.
- Creating a **safe pedestrian environment** is important at all stations, but even more so at at-grade stations where light rail, vehicles, cyclists, and pedestrians all share space on the street. Equally important is **passenger/pedestrian comfort**— ensuring that the platforms are safe and pleasant places for people to wait for trains, with protection from traffic, wind, and rain, and that there are well-lighted and convenient pedestrian connections from the surrounding neighborhood.
- The complexity of **coordinating train and vehicle (car, bus, truck, emergency vehicle) movements**, often in a limited right-of-way, is a challenging, but critical, aspect of designing the system. The public's perception of whether light rail is successful or not depends, to some degree, on how well this coordination is carried out— especially since with at-grade, the degree of coordination is more apparent than with aerial or tunnel alignments. Coordinating pedestrian movements with train and vehicle movements, especially given greater roadway widths, adds to the challenge.



# Design Guidelines for the Martin Luther King, Jr. Way Corridor

Since the corridor includes one aerial and three at-grade stations within the City of Seattle, these guidelines provide the framework for design of all four stations as well as the trackway between them. The additional guidelines for each station that follow have been written to complement these overall corridor guidelines, and to provide more detail for each station as the focus of Link service.

## Vision for the Corridor

The Martin Luther King, Jr. Way corridor— from the portal of the Beacon Hill tunnel to the Boeing Access Road just outside the city limits— will contain the longest segment of light rail at-grade within Seattle. As such, it will serve as a stage for the Link Light Rail system as well as a “ window” into the Southeast Seattle neighborhoods through which Link passes. In this segment, not only will several light rail stations be developed, but the entire five mile length of Martin Luther King, Jr. Way will be rebuilt, reshaping the look and function of the street and surrounding community in the process.

At its most basic, Martin Luther King, Jr. Way should be a street that seamlessly functions as a light rail corridor; a major arterial for truck, auto, bus, and emergency vehicle traffic; a stimulus to commercial development and retail activity; an attractive foreground to adjacent residential development; and a safe place for cyclists and pedestrians.

At its grandest, the street should reflect the very best of its context, drawing inspiration from the history of the area as well as the cultural diversity that exists among Southeast Seattle residents today. It should be designed so that people are drawn into and across neighborhoods along its length, creating new centers of activity and supporting existing ones. And it should be well-proportioned and beautifully appointed with landscaping, public art, street furniture, lighting, and signage— in short, a street that honors its namesake by inspiring pride in residents and others who use it.

## Key Urban Design Issues

- **Safe pedestrian circulation**— both safety from crime and traffic safety— along the length of Martin Luther King, Jr. Way and particularly at station areas and other major pedestrian routes, is critical to the success of the street and Link Light Rail.
- The challenge will be **creating an attractive and functional street** that harmoniously blends a variety of utilitarian light rail and streetscape elements, accommodates diverse transportation needs, and results in a strong presence and community identity that is responsive to the variety of contexts the street passes through.

## Design Guidelines

### A. Site Planning

1. **Right-of-Way and Alignment:** The right-of-way has been generally determined at 93' between stations and wider at stations and major intersections, to be comprised of two lanes of traffic in each direction, a left turn lane at selected intersections, a light rail trackway, station platforms, and sidewalks with planting strips. Nonetheless, wherever new development along Martin Luther King, Jr. Way is proposed, the right-of-way should be expanded and/or alignment adjusted to yield additional space for pedestrian amenities and landscaping.
2. **Traffic circulation:** Link Light Rail will create new pedestrian generators along its alignment in Southeast Seattle. For that reason, in locations where vehicle, bicycle and pedestrian movements intersect, safety measures should be carefully considered and implemented. Conflicts between vehicles of all kinds— buses, trucks, cars, light rail, and emergency vehicles— and pedestrians should be minimized, with clear demarcation of pedestrian zones and priority given to pedestrians at the intersections nearest each station. Successfully managing the space to accommodate all users may involve revisions to existing driveways and turning movements, street corner radii, number and location of on-street parking spaces, traffic signal timing, and/or size, location, and design of drop-off areas, pedestrians paths, crosswalks, and protective fencing.
3. **Location of Systems Structures:** Locate Transit Power Substations and Signal/Communications buildings appropriately to preserve prime parcels for transit-oriented development and/or community gathering areas. This may mean siting system structures on sites slightly removed from the alignment in order to keep street frontage open and available. Rather than just being purely functional buildings, the exterior of these buildings shall be designed to be assets to the community, as described in more detail under design guideline B.6 of this section.
4. **Bicycle Parking:** Provide bicycle parking and storage facilities in close proximity to the platform entrances to meet present demand, with a plan for accommodating anticipated future demand either on- or off-site. Facilities should be secure, visible, and convenient while not in conflict with the primary flow of pedestrians.
5. **Open Space:** In addition to plazas or open space at each station, numerous other small, irregularly-shaped parcels of land exist along the Link Light Rail right-of-way where Martin Luther King, Jr. Way diagonally intersects the grid system of local streets. Although many of these parcels are too small to be developed for residential or commercial uses, they are excellent opportunities for open space and should be incorporated into the design of the corridor wherever possible. Design considerations include:
  - a. Determining which parcels offer the most potential to contribute to an " open space system" — augmenting other open space that currently exists in the community, open space proposed as part of Link station and plaza designs, and key pedestrian and bicycle paths/routes— with the goal of maximizing resources for the community;
  - b. Utilizing these parcels to expand the amount of land available for significant landscaping (in amount and size), thereby helping to overcome the space limitations of the existing right-of-way and greatly enhancing the appearance of the corridor;

- c. Seizing opportunities to site public art and/or develop these open spaces as artworks in themselves, in conjunction with artwork at stations and as part of Link system elements; and
  - d. Taking advantage of parcels with good sun exposure for community gathering areas.
6. **Phasing of Capital Improvements:** With the development of Link, Martin Luther King, Jr. Way will be rebuilt in its entirety to accommodate light rail stations and trackway, along with regular vehicular traffic. These improvements are expected to be completed by 2009, but will need to be augmented with other improvements over time to realize the full vision for the Martin Luther King, Jr. Way corridor. The construction of other improvements such as utilities upgrades, additional streetscape amenities beyond the ST project scope, and private transit-oriented-development, should be done incrementally and strategically in order to effectively manage and leverage public dollars, allow time to develop public/private partnerships, and maintain the economic health of businesses along the corridor during the transition from the old Martin Luther King, Jr. Way to the new.

## **B. Streetscape**

- 1. **Urban Design Character:** Martin Luther King, Jr. Way is a series of linked "segments" each with its own character. The segments include the industrial area around the Henderson station, retail/commercial areas around the Othello and McClellan stations, and a residential area around the Edmunds station where Rainier Vista is located. In general, station architecture and landscaping at the platforms and plazas will be distinctive for each station, whereas system elements such as the Overhead Catenary System of poles, trackway and paving design and materials, lighting fixtures, and signage will provide continuity between stations and with the Link system as a whole. The redeveloped street should:
  - a. Maintain the distinctiveness of each segment and not attempt to create one design image or solution for the entire five-mile length, nonetheless recognizing that certain elements will be common throughout the Link system as listed above;
  - b. Draw from the context of the adjacent neighborhood or segment of the corridor in developing the character of the urban design (as expressed through landscaping, public art, street furniture, and other elements); and
  - c. Provide design continuity and graceful transitions from one area to another.
- 2. **Street Improvements:** Provide quality pedestrian amenities and other features that are complementary to and supportive of the existing uses in the neighborhood as well as the Link Light Rail station and future planned development. The design, construction, and operation of these improvements should be coordinated with the overall Martin Luther King, Jr. Way corridor design and operation, and should include crosswalks, distinctive paving, lighting, and signal timing that ensure safe access across streets to the platform. Particular attention should be paid to access with minimal delay and adequate crossing time for the very young, the elderly, and disabled pedestrians.

3. **Lighting and OCS Poles:** Vertical poles associated with the Overhead Catenary System and utility lines including overhead street lighting should be carefully designed to minimize the number of poles where possible; create a pleasing rhythm of vertical elements; coordinate the use of color, style, finishes, and materials; and make for a coherent and unified streetscape.
4. **General Landscaping Requirements:** Landscape elements are required as part of the Link Light Rail project, with priority on trees as the most important component. Specifically, landscape elements should:
  - a. Maximize the planting potential of the available space, in accordance with City policy regarding tree selection and spacing; in other words, requiring trees wherever they can be planted without compromising facility function and safety, and requiring large scale trees rather than small scale where it is feasible for them to successfully develop;
  - b. Where trees cannot be accommodated but planting is desired to improve the safety and/or aesthetics of the facility, provide low maintenance shrubs and/or groundcover with emphasis on evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit to provide year round presence;
  - c. Integrate with landscaping on adjacent private property, either existing or as required under development standards for future development;
  - d. Provide supplemental water (by automatic or manual irrigation or by specific contract provisions for hand-watering) to ensure adequate care of newly installed material for a minimum of three (3) years after installation; and
  - e. Minimize the removal of existing significant trees and retain significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. When distinctive or character-giving vegetation must be removed, it should be replaced with new plantings of a similar type and/or size as that removed.
5. **Station Landscaping:** The walkway to each 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 and street 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 an open corridor of primarily impermeable surfaces; and
  - 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.
6. **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 should be sited in prominent locations that are highly visible or accessible to pedestrians. While most of the public art will be located at stations, there is also value in exploring ways to bring art into areas with high pedestrian use between stations. In order to make the wisest use of funding, artwork should be focused on those locations where it can have the

most impact— where it is visible, welcome, and able to leverage other improvements or foster partnerships to create a larger impact. Other considerations include:

- a. Seizing opportunities to incorporate art into functional elements of the station, such as benches, railings, kiosks, etc.;
  - b. Using art to enhance Link system-wide elements and identity, while still responding to the local context;
  - 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 other at-grade stations along the Martin Luther King, Jr. Way corridor; and
  - d. Developing specific artworks in collaboration with other entities such as the Southeast Seattle Arts Council and the Rainier Valley Historical Society.
7. **Systems Structures:** Transit Power Substations, Signal/Communications buildings, and other systems structures should be appropriately scaled and detailed to be compatible with the context of each location, emphasizing:
- a. Pedestrian-oriented and human-scaled treatment of wall surfaces in terms of materials used, applied artwork, landscaping, screening, and other treatments; and
  - b. Using systems buildings creatively to provide other amenities, such as a backdrop for bench seating, a place for artwork, or part of bicycle storage.
8. **Design Guidelines for Future Development:** Although outside the scope of this document, guidelines for future development outside of the public right-of-way should be prepared through the neighborhood design guidelines process and/or creation of transit-oriented development guidelines. Such guidelines should enforce street edge conditions that are supportive of the Martin Luther King, Jr. Way corridor design vision, and should ensure compatibility between private and public investments.

## **C. Linkages**

1. **Pedestrian Access and Circulation:** The rebuilt Martin Luther King, Jr. Way should provide safe circulation between stations, while emphasizing pedestrian movement, crossings, and gathering at stations. Features to include are:
  - a. Clear connections across the street to adjoining communities, including safe and attractive crossings and mid-street waiting areas for pedestrians, along with features that discourage crossing at inappropriate locations;
  - b. Consistent, predictable treatment of pedestrian crossings in order to build user familiarity with the system and reinforce safe street crossing practices— particularly important for visually impaired users;
  - c. Sidewalks that are appropriately sized for anticipated use;
  - d. Pedestrian lighting along key pedestrian routes;
  - e. Safe and convenient access to both ends of each station platform;
  - f. Clear pedestrian connections to each station from adjacent sidewalks;
  - g. Features such as paving patterns, color, signage, and/or landscaping that extend across the street to mark pedestrian routes, thereby

- increasing system safety and legibility for users, and alerting motorists to watch for pedestrians in this area; and
  - h. Gathering areas within clear sight of connecting pedestrian paths and designed to accommodate anticipated use.
- 2. **Transit Connections:** Provide clear and safe connections for passengers transferring between Link Light Rail and buses, including information posted on bus routes and schedules alongside Link Light Rail schedules and information to support multi-modal transportation. To the extent possible, the (re)location and design of bus stops along Martin Luther King, Jr. Way should be coordinated with Link and general street improvements to provide attractive and convenient connections for passengers outside the ¼ mile walking distance to Link stations.
- 3. **Bicycle Connections:** The construction of station plazas and the rebuilding of Martin Luther King, Jr. Way creates the opportunity to connect the light rail stations with existing and planned bicycle routes along and across the corridor. Features to include are:
  - a. Bicycle parking and storage facilities at all stations as described under "Site Planning" guidelines;
  - b. Physical improvements and features incorporated within the project to facilitate safe bicycle movements wherever bicycle routes cross the light rail alignment;
  - c. Improvements that are an integral part of the Link light rail project wherever bicycle routes run parallel to the light rail alignment; and
  - d. Bicycle route or trail information posted clearly at each station and plaza area, alongside Sound Transit rules and procedures for bringing bicycles onto trains.
- 4. **Signage and Wayfinding:** With the rebuilding of Martin Luther King, Jr. Way, there is an opportunity to coordinate all street and Link-related signage, and introduce interpretive signage or other wayfinding elements as desired. Signage should direct passengers to key destinations within the vicinity of each station. Above all, signage and wayfinding should be clear, coordinated, and appropriately scaled to the intended reader (pedestrian, vehicle driver, bus rider, or cyclist).

#### **D. User Comfort**

- 1. **Station Amenities:** Each 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 including newspaper racks
  - 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 each station and related areas (plaza, crosswalks), the street itself, and the trackway.

3. **Security:** Stations 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:** Each station environment should include a variety of finish materials and textures that work together in a coherent and harmonious manner, have some relationship to their surroundings, and exhibit human-scale at the street level.
2. **Durability and Maintenance:** All finish materials and other station, trackway, and system elements shall age and weather well, 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 the street and trackway. Although many of these may be "stock" items and not custom-designed for Link, they should be compatible with the overall design for the Martin Luther King, Jr. Way corridor or otherwise sited unobtrusively so as not to distract from the design.

# Design Guidelines for McClellan Station

## Vision for McClellan Station

The McClellan station is an aerial alignment situated along the west side of Rainier Avenue just north of its intersection with Martin Luther King, Jr. Way. This is considered by the community to be the entrance to the Rainier Valley from the north, and should support the neighborhood as a gateway to Southeast Seattle. The area is currently moderately developed with various auto-oriented businesses, but is envisioned in the North Rainier Neighborhood Plan as a future town center combining residential and commercial uses. Other important features nearby include Cheasty Boulevard, an unfinished legacy of the Olmsted boulevard system just south of the Link Light Rail station, Cheasty greenbelt, and historic Franklin High School to the east. The station is intended to be an integral part of the town center, and a catalyst for its development. As a civic structure, the station should represent both the neighborhood and the light rail system. To add to the challenge, the station must achieve these qualities from the first phases to the full development of the town center, which will take a number of years. The result should be architecture of strength and clarity upon which subsequent phases can build with equal quality and grace.

## Key Urban Design Issues

- Working with the **mass and scale of the aerial guideway** and its transition structures to create a station that fits well on the site and does not overwhelm its context.
- Ensuring **pedestrian safety and comfort** through a multi-modal facility and up to the aerial platform, supporting and reinforcing pedestrian activity in the station area, and reducing pedestrian/vehicle conflicts in this active, multi-use area.
- **Maintaining traffic flow and circulation** in and around the station, among existing uses, and at the complex intersection of Rainier Avenue South and Martin Luther King, Jr. Way.
- **Accommodating future transit-oriented development** seamlessly within the context of a town center, light rail station, and adjacent bus transfer facility.

## Design Guidelines

### A. Site Planning

1. **Station as Gateway:** The station and aerial guideway should respond to its location at the nexus of Rainier and Martin Luther King, Jr. Way, and the base of Beacon Hill, to serve as a "gateway" to the Rainier Valley and portal to the Link Light Rail stations northward. This "gateway" character may be achieved through various design features, potentially including:
  - a. Station architecture that is identifiable as a station and scaled to be compatible with town center development, to be seen from either Rainier Avenue or Martin Luther King, Jr. Way;
  - b. Preservation of views south into the Rainier Valley and to Mt. Rainier, from the train itself as it exits the Beacon Hill tunnel, and from the street by pedestrians or people in vehicles.



c. Lighting, use of distinctive materials, and other urban design features described further under B. Streetscape Compatibility.

2. **Development Pattern:** Inherent in the desire to use the station as a catalyst for future transit-oriented development is a gradual re-orientation of the prevailing auto-dependent development pattern to a more pedestrian-oriented environment. Accordingly, the station should be designed with flexibility to initially focus on meeting light rail needs and, in the interim, accommodate existing land uses as much as possible, while later also serving as a framework for future development on and around the site. Elements such as guideway location and column placement should not preclude longer-term development and operation of adjacent properties for retail, commercial, or residential uses.
3. **Open Space:** Several open space opportunities are present at the McClellan station including a plaza at the southeastern end of the station nearest the Martin Luther King, Jr. Way/Rainier intersection; a plaza and pedestrian corridor connecting the station and the Metro transit facility across Rainier Avenue; and the areas underneath the platform and guideway at the ground level. Although only the southeastern plaza is being included in the station design at this time, there is also potential for a future private development of a plaza and transit-oriented development on the site of the current Firestone business, with connections to the Metro bus facility. There is also space for potential retail (permanent structures or portable vendor carts) and/or covered plaza area underneath the platform on both sides of the elevator and stairs. All open spaces should be designed with the following qualities in mind:
  - a. Spaces that are welcoming, comfortable, and safe for all users through careful attention to lighting, paving materials, sightlines, sun and wind orientation, and landscaping;
  - b. Visible and accessible connections to the elevators and stairs leading pedestrians to the overhead platform, including connections to existing sidewalk (where they exist);
  - c. Public art sited within the spaces and/or develop the open spaces as artworks in themselves; and
  - d. Siting and design of systems structures that is compatible with the overall station design, intended future retail/town center uses, and the neighborhood as a whole.
4. **Traffic Circulation:** The light rail alignment should be designed to create a smooth transition from aerial to at-grade with minimal disruption to the flow of heavy trucks, buses, and cars already present along Martin Luther King, Jr. Way and Rainier Avenue. Conflicts between vehicles of all kinds— buses, trucks, cars, light rail, and emergency vehicles— and pedestrians should be minimized, with clear demarcation of pedestrian zones. Successfully managing the space to accommodate all users— including those associated with adjacent land uses, present and future—may involve revisions to existing driveways and turning movements, number and location of on-street parking spaces, traffic signal timing, and/or size, location, and design of drop-off areas, pedestrians paths, crosswalks, and protective fencing. Para-transit drop-off and "kiss and ride" drop-off areas should be located convenient to the station entrance without creating undue traffic and circulation impacts to adjacent uses. Drop-off activity should be directed to multiple clearly identified areas to preclude other drop-off activity occurring elsewhere in an ad hoc manner, and in order to disperse

vehicular traffic and minimize disruption to traffic flow in and around the station area.

5. **Location of Systems Structures:** Locate Transit Power Substations and Signal/Communications buildings appropriately to preserve prime parcels for transit-oriented development and/or community gathering areas. Where possible, the systems structures should be unobtrusively integrated into the stationhouse to keep other open space areas free for other uses.
6. **Bicycle Parking:** Provide bicycle parking and storage facilities in close proximity to the platform entrances to meet present demand, with a plan for accommodating anticipated future demand either on- or off-site. Facilities should be secure, visible, and convenient while not in conflict with the primary flow of pedestrians.

## **B. Streetscape Compatibility**

1. **Station Architecture:** The scale, configuration, and location of the McClellan station virtually assures that it will be highly visible within the community. In order for this visibility to be an asset to both the community and Sound Transit, the design should be compatible with the scale of development anticipated by the North Rainier Neighborhood Plan which calls for a town center at this site. The architecture should support the function of the station as a gateway to the Rainier Valley, but should also be sensitively detailed with human-scale elements to begin the transition from a primarily auto-oriented environment to one that is more suited to pedestrians. And, the design should be compatible with the architectural quality and character of historic Franklin High School to the east, which is a prominent landmark in the neighborhood (literally and visually). Lastly, the east station façade should be attractive during the time prior to redevelopment of the property between the station and Rainier Avenue, and should be able to accommodate future development of those properties into the overall station area.
2. **Cheasty Boulevard:** In crossing Cheasty Boulevard, the aerial guideway and transition structure should be designed to enhance the Boulevard as an important part of the Olmsted legacy of boulevards, a connection to Mt. Baker Boulevard and Franklin High School on the east side of Rainier Avenue, and a connection into the southern end of the station itself. Important considerations include:
  - a. Preservation of views east and west along Cheasty Boulevard;
  - b. Landscaping that is compatible with the native vegetation on west Cheasty, the planned town center to the north, and existing treatment of Mt. Baker Boulevard across MLK and Rainier;
  - c. Pedestrian and bicycle amenities; and
  - d. Development of a more "urban" character in the segment of Cheasty Boulevard (South Winthrop Street) that relates to the town center to the north.
3. **Stevens Street:** Until such time as the Firestone property is made available for transit-oriented development with a plaza linking the light rail station with the bus facility, improvements are needed at Stevens Street to accommodate pedestrians travelling between the two facilities. Improvements should include sidewalks, landscaping, signage and wayfinding, and other elements of pedestrian use and comfort. The design will also

need to better reconcile a strong pedestrian use of the street with existing vehicle circulation, parking, and loading activities associated with adjacent businesses.

4. **Other Street Improvements:** Pedestrian amenities should be provided as part of street improvements around the station. These include features that are complementary to and supportive of the Link Light Rail and bus transfer facilities, as well as existing nearby pedestrian generators (such as Lighthouse for the Blind) and anticipated town center development. The design and construction of these improvements should be coordinated with the overall Martin Luther King, Jr. Way corridor design and should include wide sidewalks, crosswalks, signage, distinctive paving, lighting, and signal timing that ensure safe access across streets to the station. There is also a desire to eventually continue the streetscape improvements along Martin Luther King, Jr. Way north of the McClellan Station even though this segment of the street is not part of the light rail system.
5. **Tunnel Portal and Touchdown Structure:** Areas underneath the guideway, around the tunnel portal, and also under the touchdown structure require special treatment to ensure they are assets to the station and the surrounding community. The design should:
  - a. Aim to reduce the visual "weight" and bulk of the aerial guideway and touchdown structure through detailing of the concrete forms, landscaping, and/or terracing of the structures;
  - b. Create visually interesting spaces under the guideway through creative application or installation of art, lighting, and/or landscaping, including provisions for regular maintenance and cleaning of the features within these areas;
  - c. Restore vegetation in the portion of Cheasty Greenbelt that will be removed for portal construction, to its present type and density in order to regain the view of a continuous wooded hillside and its value as a wildlife habitat;
  - d. Aim to reduce noise to the natural area and residential area above;
  - e. Eliminate or reduce opportunities for trash to collect or people to loiter under the guideway by ensuring that all areas are well-lighted and that access is controlled;
  - f. Emphasize safety in all aspects of the design, specifically addressing unintended or undesired access to the portal structure and potential vandalism to it or the trains exiting below;
  - g. Seize opportunities to accommodate other uses under the guideway to the degree they support station area goals (e.g. parking for town center uses, vendor carts and sales, seasonal markets, etc.); and
  - h. Design all elements— station, guideway, portal, touchdown structure— in an interrelated fashion.
6. **General Landscaping Improvements:** Landscape elements are required as part of the Link Light Rail project, with priority on trees as the most important component. Specifically, landscape elements should:
  - a. Maximize the planting potential of the available space, in accordance with City policy regarding tree selection and spacing; in other words, requiring trees wherever they can be planted without compromising facility function and safety, and requiring large scale trees rather than small scale where it is feasible for them to successfully develop;

- b. Where trees cannot be accommodated but planting is desired to improve the safety and/or aesthetics of the facility, provide low maintenance shrubs and/or groundcover with emphasis on evergreen species to provide year round presence;
  - c. Integrate with landscaping on adjacent property (particularly Cheasty Boulevard), either existing or as required under development standards for future development;
  - d. Provide supplemental water (by automatic or manual irrigation or by specific contract provisions for hand-watering) to ensure adequate care of newly installed material for a minimum of three (3) years after installation; and
  - e. Minimize the removal of existing significant trees and retain significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. When distinctive or character-giving vegetation must be removed, it should be replaced with new plantings of a similar type and/or size as that removed.
7. **Station Landscaping:** The station and surrounding pedestrian areas and plazas should include landscaping to mark the entrance to the platform. Other considerations include:
- a. Designing station and street 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 an open corridor of primarily impermeable surfaces and significant portions of the station under an elevated guideway with limited light and rainfall;
  - c. Planting street trees and other vegetation at ground level in and around the station, with exceptions only in cases where safety considerations outweigh the potential benefits associated with trees; and
  - d. Ensuring that tree plantings are done in a manner that corresponds to and is compatible with landscaping requirements under City development standards for future development on private property adjacent to the station.
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 should be sited in prominent locations that are highly visible or accessible to pedestrians. In order to make the wisest use of funding, artwork should be focused on those locations where it can have the most impact—where it is visible, welcome, and able to leverage other improvements or foster partnerships to create a larger impact. Other considerations include:
- a. Seizing opportunities to incorporate art into functional elements of the station, such as benches, railings, kiosks, etc.;
  - b. Using art to enhance Link system-wide elements and identity, while still responding to the local context;
  - c. Artwork that has its own integrity individually and within the Link public art collection and that establishes "conversations" and relationships between stations, and
  - d. Developing specific artworks in collaboration with other entities such as the Southeast Seattle Arts Council and the Rainier Valley Historical Society.

9. **Systems Structures:** Transit Power Substations, Signal/Communications buildings, and other systems structures should be incorporated into the stationhouse, ideally in a fashion that is well-integrated with the station design and allows access for maintenance and servicing without calling attention to the structures nor taking up open space that could otherwise be used for public gathering or retail uses. If structures cannot be incorporated into the stationhouse, they should be appropriately scaled and detailed to be compatible with the context of each location, emphasizing:
  - a. Pedestrian-oriented and human-scaled treatment of wall surfaces in terms of materials used, applied artwork, landscaping, screening, and other treatments; and
  - b. Using systems buildings creatively to provide other amenities, such as a backdrop for bench seating, a place for artwork, or part of bicycle storage.
10. **Design Guidelines for Future Development:** Although outside the scope of this document, guidelines for future development adjacent to the McClellan station should be prepared through the neighborhood design guidelines process and/or creation of transit-oriented development guidelines. Such guidelines should enforce urban design and street edge conditions that are supportive of the town center concept that is part of the adopted North Rainier neighborhood plan (Ordinance #119671 and Resolution #29976), the McClellan station area planning recommendations (Resolution #30165), and the Martin Luther King, Jr. Way corridor design vision as described in these guidelines and in the report prepared by Sasaki Associates for Sound Transit; and should ensure compatibility between private and public investments.

## C. Linkages

1. **Pedestrian Access and Circulation:** The central station entry design is dependent upon a strong pedestrian connection between the station and various pedestrian arrival points, including the bus facility, Rainier Avenue, passenger drop-off areas, Cheasty Boulevard, and the southeastern plaza. Toward that end, the station design and related street improvements should facilitate pedestrian movement and gathering at the station, including the features below. Note that securing the vertical circulation of the station off-hours should not preclude ease of pedestrian circulation around the station nor create a "dead space" below the platform.
  - a. Clear and direct connections between the station and the Metro bus transfer facility across Rainier Avenue, as well as all para-transit drop-off areas, and the southeastern plaza area at the junction of Rainier Avenue and Martin Luther King, Jr. Way;
  - b. Features such as paving patterns, color, signage, and/or landscaping that extend across the street to mark pedestrian routes, thereby increasing system safety and legibility for users, and alerting motorists to watch for pedestrians in this area; and
  - c. Gathering areas/plazas within clear sight of connecting pedestrian paths and elevators and stairs up to the platform.
2. **Bicycle Connections:** Accommodate cyclists at the station, including:
  - a. Bicycle parking and storage facilities as described under "Site Planning" guidelines;
  - b. Bicycle trail information posted clearly at each station;
  - c. Clear connections to routes commonly used by cyclists, such as Cheasty Boulevard; and
  - d. A north-south connection between I-90 and the Rainier Valley in the vicinity of the light rail station
3. **Transit Connections:** Provide clear and safe connections for passengers transferring between Link Light Rail and buses at the Metro bus transfer facility across Rainier Avenue, including information posted on bus routes and schedules alongside Link Light Rail schedules and information to support multi-modal transportation. Wherever a mode switch occurs the connections should be legible, convenient, and safe as though designed as one project.
4. **Wayfinding:** Provide clear wayfinding elements to guide people conveniently and safely to destinations beyond the station, including:
  - a. Appropriately-scaled signage that provides direction not only for the Link system, but to key destinations within the vicinity of each station;
  - b. Information presented in a variety of ways/mediums for different types of passengers;
  - c. Easy orientation through clearly identifiable pathways; and
  - d. Station identification that is easily identifiable from inside trains as trains 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 including newspaper racks
  - 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 and related areas (plazas, crosswalks, aerial platform), the guideway and touchdown structures, and adjacent streets (Martin Luther King, Jr. Way, Rainier).
3. **Security:** Stations 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, have some relationship to their surroundings, and exhibit human-scale at the street level. In particular, finish materials should draw from and relate to those of historic Franklin High School.
2. **Durability and Maintenance:** All finish materials and other station elements shall age and weather well, 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 the station and guideway. Although many of these may be "stock" items and not custom-designed for Link, they should be compatible with the overall design for the Martin Luther King, Jr. Way corridor or otherwise sited unobtrusively so as not to distract from the design.

# Design Guidelines for Edmunds Station

## Vision for Edmunds Station

The Edmunds station will serve as the gateway to historic Columbia City, bringing more foot traffic and visibility to the business district, along with greater access to the cultural, social, and recreational facilities that are an integral part of Columbia City, including the Rainier Cultural Center, Rainier Community Center, seasonal Farmer's Market, and Orca School. At the same time, the station will bring increased mobility to residents of the Rainier Vista public housing project, which is being redeveloped to include a variety of housing types. Good east/west connections via Alaska Street make Edmunds an obvious choice for Beacon Hill residents until the Beacon Hill station is fully built-out. In that many users are likely to be travelling to and from neighborhoods to the east and west of the Edmunds station, the emphasis should be on creating generous and well-marked pedestrian connections and bus transfer opportunities, with station features that are visible from a distance in several directions. While the station area is slated to remain largely residential, there may be an opportunity for limited retail development close to the station to serve commuter needs. Lastly, as one in a series of three at-grade stations along Martin Luther King, Jr. Way, the Edmunds station should share some design qualities/character with the other two in order to create a distinctive "family" of stations for Southeast Seattle.

## Key Urban Design Issues

- Making the **connection to Columbia City, and to Beacon Hill**— made more difficult with the steep hill.
- Creating **safe crossings and convenient access** to the platform from both Edmunds and Alaska Streets
- Expressing the community's **cultural history and identity** in the station design in a way that respects past, present, and future residents and cultural influences, including the proposed Rainier Vista redevelopment.

## Design Guidelines

The following design guidelines augment those provided in the Martin Luther King, Jr. Way corridor section, and are specific to Edmunds station.

### A. Site Planning

1. **Open Space:** The plaza at Edmunds will house system structures as well as a variety of amenities for pedestrians, and should respond to the context and residential character of the area in its design by:
  - a. Carefully aligning new sidewalks with existing ones along Edmunds and Martin Luther King, Jr. Way to create clear pedestrian connections to and from the station, and nearby facilities (schools and institutions);
  - b. Taking advantage of the excellent sun exposure at the plaza to create a comfortable waiting and gathering area for pedestrians;
  - c. Providing clear views toward Martin Luther King, Jr. Way and the station platform, and east down Edmunds Street toward the Columbia City historic district/commercial area;



- d. Taking advantage of views to the Cheasty/Mountain View Greenbelt west of the station;
- e. Designing the plaza to accommodate a para-transit drop-off area without creating undue traffic and circulation impacts to the adjacent residential uses;
- f. Providing flexibility in plaza design such that future public uses (such as the Columbia City Farmers' Market or some component thereof) could be accommodated in the space; and
- g. Ensuring that the siting and design of systems structures is compatible with the existing residential context and an asset to the plaza and the neighborhood as a whole.

## **B. Streetscape Compatibility**

1. **Station Architecture:** Relate station architecture, materials, and forms to the architectural character of the adjacent neighborhood, including existing residences along Edmunds, the proposed Rainier Vista redevelopment, and the Columbia City Landmark District (including notable buildings such as the Columbia City library, Rainier Valley Cultural Center, and 1900-era commercial buildings), with an emphasis on human-scale elements, detailing, and materials such as wood and brick. The station architecture should also relate to the architecture of the other two at-grade stations in Southeast Seattle, providing continuity without sacrificing individual station identity. Elements that are part of the architecture of the station include:
  - a. Platform canopies and shelters
  - b. Windscreens
  - c. Fencing at the platform
  - d. Water drainage features
  - e. Fare-vending machines and system information elements
  - f. Lighting
2. **Street Improvements:** Given the proximity of several schools, community facilities, and a youth bicycle program to the Edmunds station, special attention should be given to guide pedestrians and cyclists—many of them children—safely and appropriately across Martin Luther King, Jr. Way, as well as to and from the station. This may mean additional signage, lighted crossings, and/or other traffic calming devices. In addition, street improvements consisting of sidewalks, street trees, and pedestrian scale lighting will extend from the station east along Edmunds to Columbia City at Rainier Avenue as part of the Link Light Rail project. These improvements should be compatible with streetscape elements of both Martin Luther King, Jr. Way and the historic Columbia City commercial core, and reflect the residential character of this segment of Martin Luther King, Jr. Way and Edmunds, with an emphasis on "softscape" improvements such as street trees and other landscaping. Lighting should be designed to balance security needs with spill-over effects on nearby residences.
3. **Station Landscaping:** Landscaping at Edmunds station should be compatible with and complementary to the parkway landscaping that is proposed along both sides of Martin Luther King, Jr. Way as part of the redevelopment of Rainier Vista, as well as the Cheasty/Mountain View greenbelt west of the station.

# Design Guidelines for Othello Station

## Vision for Othello Station

The Othello station is ideally sited at the front door of the "New Holly" redevelopment project and a thriving retail and commercial district that includes many locally- and minority-owned businesses. The station also provides easy access to the proposed Chief Sealth bicycle trail and nearby Othello Playfield. The station should foster the community's goal for an active mix of uses at this crossroads with urban design that reinforces the character of many small-scale, predominantly Asian retail and commercial uses. Lastly, as one in a series of three at-grade stations along Martin Luther King, Jr. Way, the Othello station should share some design qualities and character with the other two in order to create a distinctive "family" of stations for Southeast Seattle.

## Key Urban Design Issues

- Challenges include moving from auto-oriented to pedestrian-oriented development; addressing the configuration and amount of parking needed at adjacent mini-malls; and **moving toward a more pedestrian-friendly streetscape** while not impacting businesses already operating in an auto-oriented environment.
- **Safety in crossing Martin Luther King, Jr. Way** remains a key issue at this station, as with others.

## Design Guidelines

### A. Site Planning

1. **Open Space:** The plaza at Othello will house system structures as well as a variety of amenities for pedestrians, and should respond to the character of the area in its design by:
  - a. Carefully aligning new sidewalks with existing ones along Othello Street and Martin Luther King, Jr. Way;
  - b. Taking advantage of sun exposure for pedestrian waiting and gathering areas;
  - c. Emphasizing urban, "hardscape" elements that support an active commercial environment surrounding the station;
  - d. Providing clear views toward Martin Luther King, Jr. Way and east down Othello Street; and
  - e. Designing station open spaces with consideration for the broader open space network in the station area, particularly Othello Park, open spaces within Phase 3 of the New Holly redevelopment, and the Chief Sealth bicycle trail.

### B. Streetscape Compatibility

1. **Station Architecture:** Relate station architecture, materials, and forms to the architectural character of the adjacent neighborhood, including the Othello business district and New Holly redevelopment, with an emphasis on maintaining visibility to adjacent businesses. The station architecture should also relate to the architecture of the other two at-grade stations

in Southeast Seattle, providing continuity without sacrificing individual station identity. Elements that are part of the architecture of the station include:

- a. Platform canopies and shelters
  - b. Windscreens
  - c. Fencing at the platform
  - d. Water drainage features
  - e. Fare-vending machines and system information elements
  - f. Lighting
2. **Station Landscaping:** Landscaping at Othello station should be compatible with and complementary to landscaping in the Othello business district and the New Holly redevelopment. Landscape elements should not compromise visibility of businesses from one side of the street to the other, with an emphasis on low plantings and appropriate tree spacing.

# Design Guidelines for Henderson Station

## Vision for Henderson Station

For northbound riders, the Henderson station is the first station within the City of Seattle and the gateway to Lake Washington and the Rainier Beach community to the east. Although currently dominated by industrial uses and a City Light powerline right-of-way, King County Metro is developing an on-street bus layover facility at the same time as development of the Link station, which will reinforce the area as a transportation hub with opportunities for related transit-oriented development in the future. The station also offers good connections to the Chief Sealth regional bicycle trail proposed for the powerline right-of-way. To help realize the vision of a mixed-use transportation hub, the station should emphasize pedestrian and bicycle connections to and from Rainier Beach and the Chief Sealth trail. In the long term, the station should serve as a focus for economic development in the southern end of the Rainier Valley while allowing the on-going viability of existing industrial uses nearby. Lastly, as one in a series of three at-grade stations along Martin Luther King, Jr. Way, the Henderson station should share some design qualities and character with the other two in order to create a distinctive "family" of stations for Southeast Seattle.

## Key Urban Design Issues

- Siting a light rail station and bus layover facility within the **spatial constraints** of the City Light powerline right-of-way and existing truck traffic and access requirements will be a challenge.
- Another challenge is how to enliven the station and **create a pedestrian-friendly place** amidst truck traffic and industrial uses, while still planning for transit-oriented development opportunities that may arise in the future.
- The **reconstruction and urban design treatment of Henderson Street** (from Martin Luther King, Jr. Way to Lake Washington) is an important part of the Link Light Rail project, and in linking the station with the Rainier Beach community to the east.

## Design Guidelines

### A. Site Planning

1. **Open Space:** The plaza at Henderson will house system structures as well as a variety of amenities for pedestrians, a comfort station for bus drivers, a waiting and gathering area for pedestrians, and a connection with the Chief Sealth bicycle trail. The design should accommodate all these uses by:
  - a. Carefully aligning new sidewalks with existing ones along Henderson Street and Martin Luther King, Jr. Way;
  - b. Taking advantage of sun exposure for pedestrian waiting and gathering areas;
  - c. Combining hardscape and landscaping to respond to the industrial character of the area and views to the City Light right-of-way and Beacon Hill greenbelt;

d. Creating a visual connection and clear views to the Rainier Beach community to the east;

2. **Traffic Circulation:** The Henderson station is sited in an area of heavy truck traffic to and from adjacent industrial uses, necessitating special care in maintaining truck access to businesses in the vicinity of the station and ensuring pedestrian safety in and around the station. As a multi-modal hub, special attention to circulation must be paid to avoid conflicts between high volumes of truck, bus and bicycle movements.
3. **Views:** Maintain a clear view east down Henderson Street to the Rainier Beach commercial district, and Lake Washington to the east, and the greenbelt west of the station.

## **B. Streetscape Compatibility**

1. **Station Architecture:** Relate station architecture, materials, and forms to the architectural character of the industrial uses in the immediate area, but also including design references to the Rainier Beach community in order to reinforce the connection between the two. The station architecture should also relate to the architecture of the other two at-grade stations in Southeast Seattle, providing continuity without sacrificing individual station identity. Elements that are part of the architecture of the station include:
  - a. Platform canopies and shelters
  - b. Windscreens
  - c. Fencing at the platform
  - d. Water drainage features
  - e. Fare-vending machines and system information elements
  - f. Lighting
2. **Street Improvements:** While the Henderson station is situated in a largely industrial context, streetscape improvements should be designed with flexibility for future transformation of the industrial environment to one that is more pedestrian-friendly. Although street improvements should accommodate industrial activity near the station, streetscape elements should also relate to the pedestrian-oriented environment envisioned for Rainier Beach. Street improvements consisting of sidewalks, street trees, and lighting should extend from the station east along Henderson Street to the Rainier Beach business district and the edge of Lake Washington as part of the Link Light Rail project. These improvements should visually connect the streetscapes of both Martin Luther King, Jr. Way and the Rainier Beach commercial core.
3. **Station Landscaping:** Landscaping at the Henderson station should be integrated with street improvements and related landscaping along Henderson street to the Rainier Beach business district. Landscape elements should be compatible with the needs of existing industrial businesses, achieved largely through strategic placement of street trees.