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March 25, 2016

Dow Constantine, King County Executive  
Sound Transit Board Chair  
King County Chinook Building  
401 5th Ave. Suite 800  
Seattle, WA 98104

Executive Constantine:

As the Chair of the Sound Transit Board, please accept the enclosed Guiding Principles for Light Rail Facility Design on behalf of the Shoreline City Council. It is the intent of the Shoreline City Council to utilize these guidelines as Shoreline and Sound Transit work collaboratively through the design process for the light rail stations and facilities in Shoreline.

These Guiding Principles originated from input received from Shoreline residents during City-hosted Visioning and Design Workshops as part of the City's subarea planning for future light rail stations at NE 145<sup>th</sup> and 185<sup>th</sup> Streets. Principles were refined through City Council discussion, in partnership with Sound Transit staff, and based on additional community input at an open house in January 2016. The City Council unanimously adopted these Guiding Principles on February 29, 2016. The Principles deal primarily with multi-modal transportation, neighborhood character, sustainability, public safety, mobility, public amenities, transit-oriented development, and public art.

The Council thanks you for considering these Principles as the Sound Transit Board finalizes light rail facility designs between now and 2017. We thank you for your commitment to working with the City of Shoreline to create a more sustainable nexus between land use and transportation options; one that will not only serve local residents, but also benefit King County and the entire Puget Sound region.

We look forward to continuing to partner with the Sound Transit Board throughout the duration of the Lynnwood Link Extension project.

Sincerely,



Mayor Christopher Roberts

Enclosure

Cc: Sound Transit Board  
Peter Rogoff, Sound Transit CEO  
Rick Ilgenfritz, Executive Director, Sound Transit Planning, Environment  
and Project Development  
Michelle Ginder, Sound Transit Lynnwood Link Project Development  
Manager  
Patrice Hardy, Sound Transit Government Relations Officer  
Shoreline City Council  
Debbie Tarry, City Manager  
Nytasha Sowers, Transportation Services Manager  
Rachael Markle, Planning and Community Development Director  
Scott MacColl, Intergovernmental Relations Program Manage



## Guiding Principles for Light Rail Facility Design

1. **Multi-modal** – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:
  - a. Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185<sup>th</sup> and 145<sup>th</sup> Streets;
  - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145<sup>th</sup> Street station to the west side of I-5;
  - c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs;
  - d. Providing well-marked way-finding in the station areas, including pedestrian pathways;
  - e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements; and
  - f. Encouraging transit use through:
    - i. Convenient connections to Bus Rapid Transit and other transportation services;
    - ii. Electronic, dynamic signs with transit data; and
    - iii. Availability of Orca cards for purchase at the stations.
  
2. **Neighborhood Character** – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:
  - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint;
  - b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting;
  - c. Providing common design elements between both Shoreline stations;
  - d. Providing landscaping that reflects Shoreline’s commitment to green space and sustainability; and
  - e. Consider making use of areas under power lines or trackways where feasible, including a potential trail connecting both stations (ex. City-managed public open spaces and/or trails).
  
3. **Sustainability** – all Sound Transit development should consider sustainable and climate friendly practices such as:
  - a. Incorporating energy-efficient and “green building” features, including Low-Impact Development techniques for storm water management;
  - b. Restoring impacted streams, wetlands, and other critical areas and associated buffers;
  - c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means; and
  - d. Preserving significant trees when possible.

4. **Public Safety** – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:
  - a. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes;
  - b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;
  - c. Security cameras (monitored) and emergency call-boxes;
  - d. Station designs that are as open as possible with maximum use of transparent panels; and
  - e. Lighting that enhances safety, but is non-intrusive for neighbors.
  
5. **Mobility** – stations should provide accommodations for people of all ages and abilities including:
  - a. Providing accommodations for people with mobility challenges;
  - b. Access to allow easy mobility for those with strollers and/or luggage;
  - c. Providing disabled parking and drop-off zones; and
  - d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).
  
6. **Public Amenities** – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:
  - a. Using bridge design to create an iconic look where feasible;
  - b. Installing bicycle storage with covered racks and lockers;
  - c. Installing garbage and recycling receptacles;
  - d. Providing seating (covered and uncovered);
  - e. Using icon-based signage;
  - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces;
  - g. Including weather protection elements; and
  - h. Consider providing restrooms.
  
7. **Transit Oriented Development** – promote TOD through facility siting and design that is supportive of future development opportunities.
  
8. **Public Art** – integrate elements of art wherever possible by:
  - a. Utilizing local artists when feasible; and
  - b. Enhancing facades and public spaces with art.