Ordinance No. 121446

Council Bill No. 114859

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

CF No. _____

Date Introduced: APR 5 - 2004	
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Date Re - Referred:	To: (committee)
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Date Vetoed by Mayor:	Date Veto Published:
Date Passed Over Veto:	Veto Sustained:

The City of Seattle - Legislative Depart

Council Bill/Ordinance sponsored by: [illegible]

Committee Actio

4/12/04 Pass As Amended: Compton, Conlin, McIver, Rasmus

4-19-04 Passed 9-0

This file is complete and ready for presentation to Full Council.

Law Dept. Review | OMP Review | City Clerk Review

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: Jean Drago
Councilmember

Committee Action:

4/12/04 Pass As Amended: Compton, Conlin, Della, Drago, Godden, McIver, Rasmussen, Steinbrueck - 8

4-19-04 Passed 9-0

This file is complete and ready for presentation to Full Council. Committee: (initial/date)

3/31/04 Fiscal note (Clerk's portion)
Attachment A
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Law Dept. Review	OMP Review	City Clerk Review	Electronic Copy Loaded	Indexed
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1/29/04

T.O. F.T. ✓

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Cheryl Sizov/cs/NSchwab/ns
monorail ordinance
April 19, 2004
version #4

ORDINANCE 121446

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

WHEREAS, in September 2003, the City Council passed Ordinance 121278, which provides for a permitting and approval system for monorail transit facilities that may be proposed by a city transportation authority such as the Seattle Popular Monorail Authority (commonly known as the Seattle Monorail Project or SMP); and

WHEREAS, Resolution 30629 states that the Council anticipates that the Monorail Review Panel (MRP) will work with the SMP to develop design guidelines for Council adoption; and

WHEREAS, Ordinance 121278 states that the City of Seattle will use monorail transit system-specific design guidelines when reviewing applications for approval of monorail transit facilities; and

WHEREAS, the Council held joint public workshops with the Executive to review the Executive's February 23, 2004 draft Monorail Transit System Design Guidelines; and

WHEREAS, the Council held a public hearing on the Executive's March 19, 2004 proposed Monorail Transit System Design Guidelines and considered comments received orally and in writing; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 2nd Quarter 2004 illustrations to elaborate on and provide examples showing how the systemwide design guidelines in Exhibit A may be applied; and

WHEREAS, the Council finds that the location-specific (e.g., "typology") guidelines proposed by the SMP and the Executive are a good starting point, but that further work is needed to make such guidelines more useful by better addressing, by way of example, such things as site planning, plazas and open space, station architecture, streetscape improvements, and pedestrian access and circulation; and

WHEREAS, the Council finds that the further development of location-specific guidelines will benefit from further integration with ongoing work by the Department of Planning and Development on station area plans and the first review of station designs by the MRP; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 1st Quarter 2005 additional location-specific guidelines, and location-specific illustrations (as needed); NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City Council approves monorail transit system design guidelines, attached as Exhibit A, for use by the Department of Planning and Development and the Department of

Transportation, pursuant to the authority of those departments under Ordinance 121278, in reviewing applications for approval of monorail transit facilities.

Section 2. The Directors of Planning and Development, and Transportation, are authorized to create user's guides, client assistance memoranda and/or other material describing the administration and application of the monorail transit system design guidelines.

Section 3. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 4. In approving these systemwide guidelines, the City requests that SMP provide the Design-Build-Operate-Maintain contract proposers with these guidelines so they may consider them as they prepare their proposals for submittal to the SMP.

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 19th day of April 2004, and signed by me in open session in authentication of its passage this 19th day of April, 2004.

Jan Drago
President _____ of the City Council

Approved by me this 29 day of April, 2004.

Gregory J. Nickels, Mayor

Filed by me this 30th day of April, 2004.

Judith E. Pippin
City Clerk

(Seal)

Exhibit A: Monorail Transit System Design Guidelines

Exhibit A

Integrating The Monorail

DESIGN GUIDELINES

Monorail Transit System Design Guidelines

April 12, 2004

City of Seattle

City of Seattle
Monorail Transit System Design Guidelines

Design Guidelines for the Monorail Corridor

I. Guideway and Related Elements

A. Guideway

1. *Design the guideway as an elegant and graceful structure that positively expresses the civic nature of the monorail and its ability to serve as a regional landmark contributing to the identity of Seattle. This may be done by:*
   - Using the scale of the guideway to emphasize the civic nature of the project, while providing detailing to integrate it into the communities through which it passes.
   - Designing the guideway, columns, emergency walkways, rails, raceways, lighting, cables and other components as a comprehensive and coherent system of integrated elements that all appear to be of the same style or from the same design approach.
   - Not cluttering the guideway with elements other than those necessary to operate the system.

2. *Balance civic-scale of the guideway with attention to the scale, proportion, and detailing of the existing topography and urban fabric along the corridor. This may be done by:*
   - Keeping the guideway structurally lean and light, and at a height appropriate to the neighborhood, as much as is possible given technical constraints and parameters.
   - Increasing attention to detail in the system elements and emphasizing smaller scale elements at the pedestrian level of the system in order to be more compatible with areas that have a "fine-grained" urban fabric—e.g. an environment that is characterized by smaller structures and pedestrian oriented uses.
   - Protecting public views where possible, and maximizing opportunities to enhance vistas by optimizing the height of the guideway where there are such views; and/or by arranging the beams and locating the columns in such a way as to minimize public view blockage.
   - Paying special attention to the location of system elements and to design details and scale in those areas with historic or culturally significant context.

3. *Integrate the guideway into its context, minimizing visual impacts to the urban fabric and taking advantage of the opportunities presented by each setting along the corridor. This may be done by:*
   - Balancing the sometimes competing desires for a flat or gradual guideway profile for structural or operational reasons, as well as a profile that responds to the topography and urban form of the city along its length.
   - Minimizing curves and transitions from one side of the street to the other. Where curves are required, minimize the visual impacts by crossing streets as few times as possible. Where transitions are required, locate them where the street configuration naturally facilitates a transition, such as on a curve. Avoid locating transitions at intersections.
   - Minimizing frequent transitions from side-by-side tracks to vertical or stacked tracks. Where transitions are required, work with the topography to ensure a graceful and coherent appearance in conjunction with adjacent development or features.

- Ensuring that transitions in guideway alignment, structure type, elevation and column placement are uniform, resulting in a visually appealing and consistent structure as viewed from adjoining neighborhoods and along the corridor.
- Minimizing bents and other special structures. Where bents and other special structures are required, design them as an integral part of the system, and allow them to serve other purposes where possible, such as corridor or gateway-defining elements responding to the scale and character of their context.
- Where column size and guideway height are flexible, making decisions that best support neighborhood values and needs.

4. *Make the monorail system a positive addition to the streetscape through attention to scale, proportion and detailing of system elements. This may be done by:*
   - Designing the guideway and columns to respond to and fit within the function of the street and the character of the pedestrian environment.
   - Providing a generally consistent pattern of system elements; coordinating this with the pattern of intersections, street lights and trees that give continuity to the streetscape. In making final siting decisions, locate system elements in coordination with building entrances, sidewalks, vehicular movements, property access, bus stop locations and bus shelters, on-street parking location, landscape elements, lighting, signage, and other street furnishings such that the monorail elements allow for continued safe and comfortable use of these existing features.
   - In areas where property has yet to develop or redevelop to its highest potential, locating all monorail elements with the least impact possible on future development; including locating monorail elements such that they may be integrated into future development, or locating monorail elements at the edge of a site if integration is not possible.
   - Increasing the level of detail in materials, texture, and craftsmanship, and providing overhead weather protection in areas where pedestrians are expected to be close to columns and other elements such as switches, turnbacks and layover/holdover tracks.
   - Incorporating other amenities/functions into the guideway or system elements where appropriate and desired; such as accommodating signage on the guideway or providing seating at column bases.
   - Using reveals or shadow lines or other variations in the form to lessen the perceived mass or depth of the guideway structure.

5. *Use high quality, durable materials for system elements appropriate to their function and their context. This may be done by:*
   - Choosing materials, finishes, and forms that will retain an attractive character over time, including anticipating weathering characteristics so that the passage of time will improve, rather than mar, the character of the guideway elements.
   - Using life-cycle assessment data as part of the materials selection process.
   - Using low toxicity materials and minimizing finish coatings.
   - Designing the system elements to be vandal-resistant and selecting materials and finishes that resist graffiti and that are easily cleanable.

B. Columns

1. *Create a generally consistent rhythm through column location and design, balancing systemwide design objectives with responsiveness to local conditions. This may be done by:*

- Generally locating the columns in a consistent, regularly spaced manner, providing for visual legibility and safety.
- Where local conditions might not allow regular spacing, or where conditions warrant irregular spacing, designing the columns to enhance the creation of places at stations or other areas where the columns can help form an interesting visual identity.
- Addressing the impact and scale of the columns—particularly on narrower streets and finer-grained street environments—by minimizing their size, incorporating them into other structures, and/or by paying special attention to ameliorating their impact on pedestrian activities and uses.

2. *Minimize impacts to public views and spaces. This may be done by:*
   - Minimizing the size of columns in public view areas to the extent possible, and only blocking those public views that are essential to allow for the construction and operation of the system. Where blockage of public views is necessary, locate columns to minimize the effect on important view corridors.
   - Locating columns carefully in regard to adjacent buildings—particularly historic properties—and open spaces such that columns do not block entrances or major features of buildings, are placed away from buildings at a distance sufficient to allow for safe and comfortable passage, and allow for continued safe and comfortable use of existing open spaces.

3. *Detail columns to enhance context and local character. This may be done by:*
   - Having columns and other elements meet the ground plane in a simple fashion that expresses the structural function and material characteristics of the column or other element. Specifically, express the footprint of the column as an integral part of the detailing in the surrounding paving.
   - Giving particular design attention to columns that are in close proximity to historic properties, sidewalks and other pedestrian areas; emphasizing human scale features, materials, textures and details in these areas.

C. Other Structures and System Elements

1. *Locate and design monorail-related structures, such as switches, turnbacks, pocket tracks, tail tracks and bents, to fit within the local context and cause the least impact to adjacent uses and neighborhood character. This may be done by:*
   - Minimizing the number and size of switches and other structures required by the system as much as possible within technical and operational constraints.
   - Ensuring that switches and other structures do not result in dark or undesirable spaces underneath them by detailing the underside with lighting, design treatments, and/or artwork to create safe and pleasant spaces.
   - Where switches or other structures are located close to stations, providing continuity of design between the station and switches through a similar architectural expression or detailing.
   - Creating amenities in street level spaces beneath switches or other structures, such as overhead weather protection, areas for portable vendors, and future retail uses.
   - Providing screening of ancillary structures, as necessary, either through attractive fencing or landscaping, in order to contribute to an attractive streetscape.

D. Operation Center(s)

1. *Design the operation center(s) to fit its context and expressing its functions in a manner that is not visually disruptive to adjacent uses. This may be done by:*
   - Articulating functions of the facility through its architecture—form and materials.

- Creating a visually pleasing and organized open space, especially as viewed from adjacent properties, streets, or slopes.
- Screening utility areas.
- Using landscaping to highlight entrances or other places where the public is welcome.
- Ensuring that yard lighting, noise, and dust do not impact adjacent uses.
- Designing a green building per LEED standards.

II. Access and Circulation Near the Guideway

A. Vehicular Access and Circulation

1. *Ensure a safe environment that allows for all necessary vehicular movements. This may be done by:*
   - Locating columns to maintain a safe environment for vehicles of all kinds (including emergency vehicles, trucks, and transit buses), pedestrians and bicycles.
   - Ensuring that sight lines and clearances are maintained along the street and at driveways and intersections.

2. *Accommodate existing and potential land uses. This may be done by:*
   - Maintaining freight mobility throughout the city, and to and on commercial and industrial properties.
   - Maintaining safe, visible access for business and residential uses along the corridor.
   - Preserving on-street parking along the corridor (between stations) to serve existing businesses and other uses.

B. Transit Access and Circulation

1. *Design the guideway and system elements to support and, where possible, improve the visibility and viability of present and future transit connections and operations. This may be done by:*
   - Maintaining or improving transit mobility and operations within the street right-of-way.
   - Ensuring that transit stops are visible and not obscured by columns or other monorail system elements.
   - Maximizing the potential of the guideway and system elements to support intermodal connections; such as using the guideway to create weather-protected areas for transit stops or for pedestrian routes to transit stops, and creating larger passenger waiting areas and/or bulbed-out bus stops in sidewalk areas.

C. Pedestrian and Cyclist Access and Circulation

1. *Design the guideway and system elements to support and, where possible, improve the pedestrian environment and bicycle access. This may be done by:*
   - Creating a safe environment for pedestrians and cyclists, using the monorail system elements to improve safety where possible, including providing consistent and predictable treatment of pedestrian crossings throughout the system to reinforce safe street-crossing practices.
   - Ensuring adequate space for pedestrians on sidewalks and pathways for current conditions and for likely future pedestrian movements.
   - Ensuring adequate space for bicycles on streets, bike lanes and pathways for current conditions and for likely future bicycle volumes.
   - Making improvements to traffic signals and timing/phasing as needed, and adding pedestrian safety devices at intersections where warranted.
   - Ensuring comfortable and safe pedestrian access to building entrances, bus stop locations and bus shelters.
   - Designing system elements creatively to enhance the pedestrian realm, for example, by creating protected or weather protected areas that serve as outdoor "rooms," or by using columns to protect pedestrians from traffic.

- Maximizing accessibility for persons with disabilities in pedestrian environments along the monorail corridor; including carefully locating street furniture, providing audible pedestrian signals, and meeting or exceeding universal accessibility guidelines and standards wherever possible.
- Using the monorail corridor as an opportunity to create dedicated bicycle lanes or paths.

III. Streetscape Design

A. Corridor Landscaping

1. *Use landscape elements generously throughout the Monorail corridor to integrate the monorail into its various contexts and contribute to its identity and success as a positive civic element for Seattle. This may be done by:*
   - Designing landscaping that has an identity as part of the larger monorail corridor, but within that overall language responds to and enhances the individual places through which the monorail travels.
   - Maximizing the planting potential of the available space, in accordance with City policy regarding tree selection and spacing; requiring trees wherever they can be planted without compromising function and safety along the corridor.
   - Ensuring a year-round presence through evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.
   - Planting landscape elements that are mature enough to integrate the guideway at the outset of the project (e.g. a minimum caliper tree).
   - Integrating plant materials with landscaping on adjacent private property, either existing or as required under development standards for future development.
   - Minimizing the removal of existing significant trees and retaining significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. Replace distinctive or character-giving vegetation that must be removed with new plantings of a similar type and/or size.

2. *Ensure long-term health and attractiveness of the landscape. This may be done by:*
   - Using landscape materials that are easily maintained, drought-tolerant, and can withstand local conditions.
   - Creating primarily permeable surfaces in the area below the guideway, wherever it is not used as a sidewalk or travel way.
   - Ensuring sufficient light, soil volumes, and moisture in all planting areas for healthy and vigorous plant growth. Do not propose planting where these conditions cannot be met.
   - Providing adequate water to ensure health and vigor of newly installed material until established to the satisfaction of the City Arborist.
   - Designing a system to capture storm water from the monorail structure or from adjacent structures to use in providing supplemental water to plant materials.
   - Using drought-tolerant and low maintenance materials with an emphasis on native Northwest plants as a first choice.
   - Incorporating other principles of sustainability in landscape design.

B. Public Art

1. *Incorporate art and/or an artistic approach or expression in the guideway, system components, and corridor as well as in the stations and station areas in order to contribute to a sense of place and to the specific physical and cultural attributes of each context. This may be done by:*
   - Encouraging artistic expression in detailing, materials, and lighting of the guideway and system components, especially using art to reduce the scale of the system components in sensitive contexts.

C. Corridor Amenities

1. *Provide and coordinate amenities throughout the corridor, as appropriate to the needs of pedestrians within each corridor setting. This may be done by:*
   - Providing street furnishings as part of the design language of the guideway and system elements, coordinated as individual elements and compatible with the aesthetic of the system.
   - Locating street furniture and other amenities such that passenger waiting areas at bus stops are improved rather than diminished by reduced space or interference with bus operations.
   - Integrating system elements and street furnishings with the guideway to avoid them appearing as "afterthoughts" that detract from the simplicity and elegance of the system.
   - Including seating, trash receptacles, street lights, paving materials, signage, and landscaping as appropriate.

2. *Use lighting along the corridor to create a safe environment, and where appropriate, to create a sense of place and for artistic expression. This may be done by:*
   - Designing the lighting along the corridor to balance the system-wide character of lighting with the local conditions and needs.
   - Adding visual interest to the system elements through lighting and incorporating lighting into the design of the system overall.
   - Employing lighting designs that use a high level of energy efficiency.
   - Using neighborhood goals (as defined by neighborhood plans) to inform lighting design—reinforcing gateways and protecting adjacent uses, particularly residences, from glare due to train and other system lights.
   - Limiting accent lighting that creates ambient light to highly visible locations such as adjacent buildings of historic or architectural value.
   - Considering the varying needs and abilities of persons with visual impairments in lighting design.

D. Spaces Under the Guideway

1. *Ensure that spaces under the guideway are safe and attractive, providing opportunities for functional space where appropriate. This may be done by:*
   - In locations where pedestrians are expected to use them, designing areas under the guideway as attractive outdoor space; with attention given to the underside of the guideway, to maintainability, to personal safety, weather protection and an attractive pedestrian-scale character.
   - Developing urban paths underneath guideways where feasible and envisioned by neighborhood plans and/or desired by community members.

E. Corridor Signage/Wayfinding

1. *Coordinate signage and wayfinding for the monorail with other City signage systems. This may be done by:*
   - Coordinating all street and monorail-related signage, and introducing interpretive signage or other wayfinding elements where needed.

- Providing sufficient signage and wayfinding so that people can locate public facilities and destinations along and adjacent to the corridor.
- Taking advantage of the visibility of the guideway itself to help people locate monorail and other transit stations.

F. Utilities

1. *Coordinate the design of the vertical elements that will serve the corridor, including street lights, utility poles, and the columns. This may be done by:*
   - Having poles serve multiple uses in order to minimize visual clutter and/or undergrounding utilities where possible, without compromising the desired elegance, simplicity, and clarity of the guideway and monorail system overall.

IV. Bridges

A. Ship Canal/Ballard Bridge

1. *Use the drama of the bridge span as an opportunity for artistic expression and design. This may be done by:*
   - Designing the bridge to be both an appropriate individual expression, and if appropriate, also as an understandable part of a family or ensemble of bridges.
   - Designing the bridge to be technically and aesthetically both "of its time" and thematically appropriate for its specific location.
   - Incorporating lighting (both functional and celebratory) and artwork into the intrinsic design of the bridge.
2. *Strive for unity, and structural expressiveness to the bridge as a whole, including bridge approaches, the span, and related support columns. This may be done by:*
   - Creating aesthetic and artistic expression that flows from the forces within the structure rather than through non-structural ornamentation.
   - Designing the visual mass of the columns in proportion to the length of the span supported.
   - Carefully selecting and integrating/coordinating materials and finishes.
   - Keeping columns simple and stately in form.
3. *Use site conditions and local context to inform the design of the bridge, thereby creating a positive and reciprocal relationship between the bridge and its setting. This may be done by:*
   - Relating the structure of the bridge to other nearby structures (bridges, buildings, other historical structures)
   - Ensuring that transitions to and from land are uniform in design approach
   - Framing or enhancing important views to, from, and through the bridge elements
   - Assessing the view of the bridge from significant viewpoints afar and from the respective bridge approaches as part of the design process
   - Reflecting the aquatic, maritime and industrial context
4. *Design the bridge for long-term function, durability and maintenance, including:*
   - Minimizing opportunities for birds and animals to nest
   - Using materials and finishes that are designed for ease of maintenance and graceful weathering.

B. West Seattle Bridge

1. *Ensure a compatible fit of the monorail guideway with the existing West Seattle Bridge. This can be done by:*
   - Relating the scale, profile, and detailing of the guideway to the existing bridge.
   - Designing approaches and transition structures sensitively so as to respect the integrity of the existing bridge.
   - Designing the retrofit and strengthening of the existing bridge to be as unobtrusive as possible.

Design Guidelines for Monorail Stations

I. Site Planning and Architecture

A. Site and Context Responsiveness

1. *Respond to site conditions and opportunities in the size, proportion, form, and scale of the station. This may be done by:*
   - Using specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation, and views or other natural features to create excellent designs.
   - Creating a positive relationship with adjacent existing structures by referencing or linking the station through entryway placements, decorative elements and materials, or use of strong horizontal treatment at the height of surrounding buildings.
   - Using the station walls and features to shape the public realm and streetfront in a way that enhances the pedestrian environment and street activity, including reinforcing the existing streetscape where it is currently beloved and considered successful by community members.
   - Where applicable, orienting stations that are sited on corner lots to the corner and public street fronts, with service parking and vehicular access located away from the corner.
   - Maximizing use of natural daylight and orientation to sun.
   - Protecting designated public views and minimizing impacts to private views where possible.

2. *Provide a transition between the station and adjacent development in height, bulk, scale, and detailing. This may be done by:*
   - Siting and designing stations to provide as sensitive a transition as possible to nearby, less-intensive land use zones, with particular attention to zone edges.
   - Locating less intensive uses next to adjacent properties.
   - Minimizing disruption to the privacy and outdoor activities of residents in adjacent buildings by limiting views into adjacent properties, and stepping the station back from the property edge or otherwise facing public activity zones away from private residences.

3. *Ensure that transit power substations, signal/communication buildings, and other systems structures and equipment are seamlessly integrated into the design of the station and/or streetscape, and appropriately scaled and detailed to be an asset to the station and/or surrounding neighborhood. This may be done by:*
   - When included with a station, siting and designing systems structures to be functional but unobtrusive, and compatible with the overall station design, intended future uses of adjacent properties, and the neighborhood as a whole.
   - When included with a station, consolidating system structures within the footprint and massing of the stationhouse as much as possible.
   - Detailing wall surfaces to be pedestrian-oriented and human-scaled in terms of materials used, artwork, landscaping, screening, and other treatments.
   - Using these structures creatively to provide other amenities, such as a backdrop for bench seating, a place for artwork, or part of bicycle storage.

4. *Site and design the station and platform such that it enhances the viability of adjacent parcels (and the remainder of the station parcel as applicable) for future development. This may be done by:*

- Incorporating offsite functions and features adjacent to stations as appropriate, such as existing paths, open space, and landscaping.
- Preserving development potential, including sunlight and street visibility to adjacent development parcels, giving serious consideration to the development parameters of adjacent developable property, including site configuration and the need for access and parking.
- For stations that displace an existing structure larger than the size of the station footprint, creating a plan that encompasses the entire site until future development occurs.
- Understanding the potential future use of sites being purchased for stations and construction staging in order to determine how best to use the site for the monorail project to maximize future development potential and public benefit of remaining land.

B. Architectural Design and Fit with Program

1. *Express the function and program of the station through station design elements, details, and massing. This may be done by:*
   - Using station design elements, details, and massing to create a well-proportioned and unified form that both expresses the functions within and fully accommodates the architectural program.
   - Designing for multiple functions of the public spaces over time of day, week and annually.
   - Exhibiting a balance between the "elements of continuity"—expressing the station as one part of the monorail system—and "elements of distinction"—lending uniqueness to each station as a reflection of its neighborhood context.
   - Encouraging social and community interaction through the relationships between functions; seating edges adjacent to the pedestrian circulation; programming for community activities; artwork; and interactive media and video monitors.
   - Maximizing the transparency of stations as much as possible to activate the stations and related streetscape.
   - Emphasize human scale features, elements, and details at the station and related pedestrian areas.

2. *Ensure that station entrance(s) are visible and inviting from primary pedestrian routes and destinations, bus stops, and other public transportation facilities. This may be done by:*
   - Placing the entrance(s) in visually prominent locations.
   - Using the form and siting of the building—as well as landscaping, wayfinding elements, and/or special paving treatment—to mark the entrance to the station.
   - Where pedestrians are accessing the station from multiple directions, ensuring there are visual cues to direct the pedestrian beyond the edge of the station to the actual entrance to the fare-paid zone.
   - Ensuring visible and accessible connections to the elevators and stairs leading pedestrians to the overhead platform, including connections to existing sidewalks (where they exist).

3. *Include amenities at each station to facilitate use of the monorail and accommodate the needs of passengers arriving or departing, and other uses of the public spaces. Take into account that stations will have different requirements for amenities. Examples of possible amenities include:*
   - Adequate seating, both in and outside the fare paid zone.
   - Public restrooms.
   - Pedestrian-scale lighting in all areas where passengers may be waiting or boarding the train.
   - Public art.
   - Phone (on or near platform) and/or security access.
   - Waste receptacles (including cigarette receptacles at station entrances).

- Clocks.
- Information display cases or kiosks including newspaper racks.
- Weather protection—canopies and windbreaks.
- Trees and landscaping (see detailed design guidelines).
- Accommodation for street musicians and performers.
- Water and electrical power for use by potential street vendors.

4. *Avoid creating blank building or retaining walls at stations; where walls are unavoidable or cannot be transparent for large areas, provide detailed design treatment to increase pedestrian comfort and interest. This may be done by:*
   - Including wall surface treatment, street trees, drop lighting on buildings, awnings/canopies, benches, and planters to detail the wall to a human scale.
   - Incorporating information boards onto walls for the community in addition to monorail and transit information.
   - Terracing and landscaping retaining walls.

5. *Provide overhead weather protection for both passengers and other pedestrians using the station area. This may be done by:*
   - Where applicable, continuing the weather protection already provided on nearby buildings.
   - Illuminating the underside of the platform or weather protected area if an opaque material is used.
   - Designing the weather protection to a height and depth that is a comfortable scale for pedestrians and provides sufficient protection from rainfall.

6. *Use simple, easily maintained and well-crafted materials for the station finishes. This may be done by:*
   - Selecting quality materials that tolerate heavy use in high-traffic areas, age and weather well, are durable, and vandal resistant.
   - Developing a palette of finish materials that work together in a coherent and harmonious manner, relate to the station context, and exhibit human-scale at the street level. Include a variety of color and texture within the palette.

C. Station Landscaping

1. *Use landscaping to provide identity to the station and guideway, as an element of wayfinding, and to complement existing streetscape and/or street tree plantings adjacent to the station. This may be done by:*
   - As a first priority, providing trees for maximum benefit from landscaping. Where trees cannot be accommodated but planting is desired, provide low maintenance shrubs and/or groundcover within the station area.
   - Integrating station landscaping with landscaping on adjacent private property; either existing development or as required for current projects with issued permits.
   - Designing station and street landscaping jointly, in order to create a landscape design that is compatible and greater than the sum of its parts.
   - Using landscaping to screen utility areas or views into adjacent properties, provide shading, emphasize entries, and/or reinforce neighborhood character.
   - Using landscape materials that are easily maintained and drought-tolerant, with an emphasis on providing year-round presence through the use of evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.

D. Sustainability

1. *Maximize environmental benefits and long-term investment benefits through sustainable practices and use of a "whole building" design approach. This may be done by:*
   - Reducing demands on potable water requirements.
   - Using porous pavement where possible and technically feasible.
   - Maximizing quantity and quality of landscape, considering all surfaces as opportunities for vegetation to reduce urban heat island and manage rainwater runoff.
   - Considering native Northwest plants to help create habitat and using drought tolerant plants as much as possible.
   - Siting, orienting and configuring the stations to take advantage of daylight, exterior views, and natural ventilation.
   - Siting the stations and design facades and roofs to respond to the sun. Consider distinct north, south, east, and west facades based on solar impacts, passive solar gain and control.
   - Providing shading devices where appropriate.
   - Using affordable renewable energy sources where appropriate.
   - Using life-cycle assessment data as part of the materials selection process.
   - Using local materials whenever possible.
   - Using low toxicity materials and minimizing finish coatings where possible.
   - Using sustainably certified wood where possible.

E. Accessibility

1. *Meet or exceed all standards prescribed in the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG). This may be done by:*
   - Assuring that pedestrian-controlled traffic signals and time cycles at intersections approaching the station conform to or exceed ADA standards.
   - Meeting or exceeding ADA requirements, whenever possible, in providing sufficient maneuvering space, surfaces, and accommodations for wheelchairs, strollers, and the elderly and the sight impaired who use walkers.
   - Designing circulation at each station through the eyes of a pedestrian, a bicyclist, and a person with disabilities.
   - Assuring that uncluttered pathways are maintained by keeping furniture, newspaper boxes, bike parking facilities, and other elements outside of pedestrian and ADA traffic flow areas.
   - Locating all information and wayfinding devices in well-marked, easily accessible and similar locations in each station.
   - Providing information at Monorail stations through different ways (e.g., verbal, images, tactile).
   - Providing visual and audible systems on station platforms to announce arriving trains.
   - Providing means for emergency communications for people with disabilities at key areas of the system that are easily accessible.
   - Consider using changes in texture that adequately and distinctly announce to the user decision points, information boards, waiting zones, and vehicle-boarding zones.

F. Public Art

1. *Optimize opportunities for public art at stations and related open spaces. This may be done by:*
   - Incorporating art into the functional elements of the station and/or streetscape such as benches, screens, walls, doors, paving, etc.
   - Siting public art in highly visible and prominent locations, focusing on those areas with substantial pedestrian and passenger activity.
   - Developing artwork in collaboration with other entities such as local arts councils and community organizations in order to leverage funding.
2. *Provide a balance of, and relationship between, station-specific and system wide artwork. This may be done by:*
   - Considering artwork that thematically spans one or more stations, creating visual relationships between those stations.
   - Including a variety of forms of art such as signature pieces and artwork that is fully integrated with architectural or landscape elements.
   - Incorporating artwork or artistic expression into both the large-scale elements (such as guideway and related structures) and the smaller-scaled elements (such as passenger waiting areas, platform)
3. *Explore ways for artwork to engender a sense of community ownership. This may be done by:*
   - Using artwork to present images of local culture, heritage, and vision.
   - Creating artwork that responds appropriately to human touch and other senses.
   - Using art to contribute to vibrancy in the public spaces and areas within the stations.
   - Incorporating water features, lighting, and movement into the artwork.

F. Station Security and Crime Prevention

1. *Enhance personal safety and security within and around the station. This may be done by:*
   - Creating clear and logical pedestrian circulation routes and deterring circulation in areas that could foster undesirable activities.
   - Providing two pedestrian routes out of stations whenever possible.
   - Providing clear directional signage and natural surveillance—or "eyes on the street"—by opening up views from stations to and from adjacent community areas through the placement of windows, balconies, and street-level uses.
   - Providing an appropriate level of nighttime lighting at stations and adjacent pedestrian areas, taking care that pockets of light and dark do not provide hidden areas.
   - Retaining clear lines of sight throughout public spaces.
   - Using semi-transparent materials instead of opaque or blank walls.
   - Carefully selecting and placing plant materials to avoid creating hiding places for criminal activity.
2. *Provide generally consistent methods across stations for surveillance and emergency communications. This may be done by:*
   - Using video monitoring, providing security phones, and/or having staff on-site at stations during all hours of operation.
   - Providing highly visible and easily identifiable security cameras in tamper-resistant locations at stations.
   - Providing highly visible emergency communication systems in the same locations at each station.

II. Streetscape and Public Realm

A. Street improvements

1. *Contribute to a high-quality street environment adjacent to monorail facilities. This may be done by:*
   - Providing quality street improvements, furnishings, and other amenities that are complementary to, and supportive of the monorail station, intermodal connections including bus operations, and neighborhood plan goals.
   - Designing the station and streetscape to facilitate human activity, thereby making the street livelier and safer.
   - Using the area beneath the guideway and/or platform as space to site and organize street furniture, signage, transit shelters, vending machines, and landscaping.
   - Where applicable, coordinating the design and construction of these improvements with existing capital projects and plans to leverage the benefits provided by each project.

2. *Provide landscaping to complement existing streetscape and/or street tree plantings adjacent to the station. This may be done by:*
   - Maximizing the planting potential of the available space, in accordance with City policy regarding tree selection, spacing, and care; 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.
   - Minimizing the removal of existing significant trees and retaining significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. Replace any and all distinctive or character-giving vegetation that must be removed with new plantings of a similar type and/or size.
   - Designing landscaping to respond to and enhance the individual places at each station while still being part of the identity of the monorail corridor as a whole.
   - Integrating with landscaping on adjacent private property, either existing or as required under development standards for future development.
   - Ensuring a year-round presence through evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.

3. *Ensure long-term health and attractiveness of the landscape. This may be done by:*
   - Using landscape materials that are easily maintained, drought-tolerant, and can withstand local conditions.
   - Ensuring sufficient light, soil volumes, and moisture in all planting areas for healthy and vigorous plant growth. Do not propose planting where these conditions cannot be met.
   - Providing adequate water to ensure health and vigor of newly installed material until established to the satisfaction of the City Arborist.
   - Designing a system to capture storm water from the monorail structure or from adjacent structures to use in providing supplemental water to plant materials.
   - Using drought-tolerant and low maintenance materials with an emphasis on native Northwest plants as a first choice.
   - Incorporating other principles of sustainability in landscape design.

4. *Illuminate the station and related street envelope and its activities to provide a safe and attractive environment. This may be done by:*
   - Improving pedestrian lighting in general at and around stations.

- 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, and sidewalks.
- Using light in an artistic manner, integrated with the art at the station.
- Using neighborhood goals as defined by neighborhood plans to inform the lighting design; such as reinforcing gateways through lighting and protecting businesses and residences from glare.
- Considering the varying needs and abilities of persons with visual impairments in lighting design.
- Use Crime Prevention Through Environmental Design (CPTED) guidelines to establish visibility and lighting parameters.

B. Open Space/Public Plazas

1. *Provide open space and/or public plazas outside the fare-paid zone that are welcoming, comfortable, safe, and complementary to adjacent uses. This may be done by:*
   - Creating inviting public open space at every station where there is opportunity to do so.
   - Locating public spaces intended for high occupancy in areas that have sun access at the corresponding time of day when use is expected.
   - Designing spaces with careful attention to lighting, paving materials, sightlines, sun and wind orientation, and landscaping.
   - Including public art sited within the spaces and/or developing the open spaces as artworks in themselves.
   - Providing clear and graceful transitions between public spaces for all users and the fare-paid zone for monorail passengers.
   - Where applicable, coordinating design with other adjacent or nearby places where people gather including parks, plazas, and bus stops.

2. *Include public art that is sited in highly visible and prominent locations. This may be done by:*
   - Incorporating art into the functional elements of the station and/or streetscape.
   - Considering artwork that thematically spans one or more stations, creating visual relationships between those stations.
   - Developing artwork in collaboration with other entities such as local arts councils and community organizations.

III. Access and Connections

A. Pedestrian Access and Circulation

1. *Provide comfortable, safe, and functional pedestrian circulation to, in, and around stations. This may be done by:*
   - Ensuring that circulation paths, gathering areas, and elevators/stairs/escalators are sized to accommodate expected ridership and other pedestrian traffic (based on peak ridership), including the flexibility to allow for reorganization in the future to accommodate greater/changed pedestrian activity. Pay particular attention to corners where pedestrian flows converge and people gather.
   - Providing clear connections to the station from adjacent sidewalks and across streets to/from adjoining bus stops and communities via safe and attractive crossings and waiting areas (corner or mid-block).
   - Providing consistent and predictable treatment of pedestrian crossings throughout the system to reinforce safe street crossing practices.
   - Making improvements to intersection channelization, traffic signals and timing/phasing as needed.

- Including different surface materials and/or a change in furnishings such as paving patterns, color, signage, landscaping, bollards, lighting or seating that extend across the street to mark pedestrian routes to differentiate pedestrian areas from driveways, and loading or service access and zones.
- Minimizing conflicts between pedestrians, cyclists, and vehicles of all kinds at and around stations.
- Locating any service parking (for systems structures, substations) such that it does not conflict with or impede pedestrian, bicycle, transit and auto drop-off access to the station.
- Providing connections to neighborhood trail systems where consistent with local access plans and neighborhood plans.
- Encouraging people to use station stairs through careful siting, generous proportions, and accentuating views to the surrounding environs.
- Accommodating persons with disabilities in all aspects of station and streetscape design.

B. Transit Facilities and Connections

1. *Provide clear and safe connections for passengers transferring between monorail, buses, and other transit modes. This may be done by:*
   - Designing the stations to be as integral as physically possible with bus stops and other transit modes.
   - Ensuring easy, barrier-free access for all in the connections between the monorail and other transit facilities, along with wayfinding for the visually impaired.
   - Providing information on bus, train, and ferry routes and schedules as applicable alongside monorail schedules and information to support multi-modal transportation.
   - Coordinating any relocation, improvement, and design of bus stops with monorail station design and general street improvements to provide attractive and convenient facilities for passengers arriving by transit.
   - Where existing bus stops are being relocated, ensure they are as close as possible to station entrances.
   - Coordinating the location of bus layover zones consistent with bus service plans and convenient to passengers. Incorporate off-street layover and intermodal facilities into station sites where agreed upon by the City, SMP, and Metro.

C. Bicycle Access and Parking/Storage

1. *Provide access to the station for cyclists and otherwise encourage cyclists to use the monorail. This may be done by:*
   - Focusing on connections from established/known bike routes, including improvements to facilitate safe bicycle movements.
   - Providing bicycle parking and storage facilities in close proximity to station entrances that are secure, visible, and convenient while not in conflict with the primary flow of pedestrians.
   - Providing trail information clearly at each station, alongside Monorail rules and procedures for bringing bicycles onto trains.
   - Developing a plan to accommodate anticipated future demand for bicycle parking either on- or off-site.

2. *Incorporate bicycle facilities as essential elements of station design. This may be done by:*
   - Designing bicycle facilities in stations with special attention to night/day/weekend and special events fluctuations.
   - Working with adjacent developments, both existing and future, to partner in the joint siting of bike storage.
   - Siting bike storage in "eyes on the bikes" locations.

- At high use bike locations, exploring a partnership to create a bike station, which could include a staffed information and maintenance kiosk, coffee and refreshments, multi-level bike racks, and bicycling bulletin boards.

D. Vehicular Circulation and Parking

1. *Traffic circulation around stations should be maintained for all users, balancing the needs of vehicles of all kinds—buses, trucks, cars, service vehicles, and emergency vehicles—with pedestrians and cyclists and monorail system requirements. This may be done by:*
   - Minimizing conflicts between vehicles of all kinds—buses, trucks, cars, light rail, and emergency vehicles—and pedestrians, with clear demarcation of pedestrian zones and priority given to pedestrians and buses at the intersections nearest each station.
   - Implementing safety measures in locations where vehicle, bicycle and pedestrian movements intersect.

2. *Provide adequate drop-off/pick-up zones for paratransit, taxis, and private vehicles located conveniently to station entrance(s) without creating undue traffic and circulation impacts to pedestrians, transit, or to adjacent uses. This may be done by:*
   - Directing drop-off activity to one or more 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.
   - Ensuring that drop-off/pick-up zones are within easy access and clear sight of the station entrance.
   - Developing taxicab zones where feasible at stations expected to generate significant taxi usage.

3. *Discourage parking at the station or on adjacent streets. This may be done by:*
   - Designing the station such that pedestrians and passengers transferring from buses are granted the most convenient access to the station entrance.
   - Establishing clear drop-off/pick-up zones.
   - Developing parking management plans in conjunction with adjacent neighborhoods to address potential hide and ride parking.

E. Signage and Wayfinding

1. *Provide clear, coordinated, and appropriately scaled wayfinding and signage along principal pedestrian routes (as defined in the Transitway Agreement) within a one-half mile of the station. This may be done by:*
   - Coordinating all street and monorail-related signage, and introduce interpretive signage or other wayfinding elements as desired.
   - Using signage to direct passengers to key destinations within the vicinity of each station.
   - Using views of prominent landscape features, landforms, and/or manmade structures to orient pedestrians and enhance wayfinding; e.g. Elliott Bay, the Olympics, Salmon Bay, Delridge, Space Needle, and city skyline.
   - Using a multi-faceted wayfinding system to assist persons with visual or cognitive disabilities.

City of Seattle

Gregory J. Nickels, Mayor

Office of the Mayor

March 22, 2004

Honorable Jan Drago
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Drago:

As part of the approval and permitting process established for the Monorail project, the attached proposed Council Bill approves monorail transit system design guidelines for use by the Department of Planning and Development and the Department of Transportation in reviewing applications for approval of monorail transit facilities.

The design guidelines were developed to describe the City's urban design vision for monorail transit facilities and set the standards by which monorail transit facilities will be evaluated during the design and permitting process. The goal is to ensure a superior design that is well integrated into the transportation system and the urban environment. The City and project proponents will jointly determine which design solution best meets the intent of the design guidelines overall.

The City has extensive experience developing and applying design guidelines for public and private projects. Should you have questions about this legislation, please contact Cheryl Sizov of the Department and Planning and Development at 684-3771. Thank you for your consideration of this legislation.

Sincerely,

GREG NICKELS
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

600 Fourth Avenue, 7th Floor, P.O. Box 94749, Seattle, WA 98124-4749
Tel: (206) 684-4000, TDD: (206) 684-8811 Fax: (206) 684-5360, E:mail: mayors.office@seattle.gov

Author's Name:Cheryl Sizov
Date:March 9, 2004
Name of Companion Legislation:Monorail Ordinance
Version #:1

Form revised February 12, 2004

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Dept. of Planning and Development	Cheryl Sizov/4-3771	Barbara Gangwer/615-0768

Legislation Title:
An ordinance relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

- **Summary of the Legislation:**

This legislation provides for adoption of monorail transit system-specific design guidelines, to be used by DPD and SDOT during the permitting process for the project.

- **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

This legislation follows from Resolution 30629 and Ordinance 121278 which describe the City's intent to develop design guidelines and the intended use of design guidelines, respectively. Since adoption of that Resolution and Ordinance, the City has developed the design guidelines, conducted public review and comment on them, and is now transmitting them from Mayor to Council for adoption with the proposed Ordinance.

- *Please check one of the following:*

__x__ **This legislation does not have any financial implications**

121446

OnTrack

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www.monorailontrack.com

March 31, 2004

Council President Jan Drago
Members of the City Council
City of Seattle
P.O. Box 34025
Seattle, WA 98124-4025

Hand Delivered

Re: *Revised Draft of Monorail Design Guidelines*

Dear Council President Drago and Councilmembers:

OnTrack was formed due to widespread concern that the Monorail project was not proceeding in accordance with the voter-approved plan and with the Monorail's promises to the citizens of Seattle. OnTrack includes individuals and representatives from neighborhoods, businesses, and community groups, as well as property owners along the proposed Green Line.

OnTrack reviewed the February 24, 2004 draft Monorail Design Guidelines and submitted a comment letter from Don Wise, OnTrack co-chair, on March 15, 2004. We have now reviewed the revised version of the Monorail Design Guidelines, dated March 22, 2004, and have the following comments for consideration by the City Council.

1. The City Council's Use of the Design Guidelines Needs to Be Clarified.

OnTrack is concerned that the review of the Monorail project is not being handled in a manner consistent with prior understandings wisely set by the City Council. For example, in March 2003 an Intergovernmental Agreement was entered into between the City and the Seattle Monorail Project to establish the City's review process for the Monorail. As expressed in written memoranda at the time, the understanding of the City Council was that SMP would deliver a 30 percent level of design of the entire Monorail system, and specific details on column width and location, height of guideway and stations, and other system elements, before the Council would begin considering the project.

Also, the City Council unanimously passed Resolution 30629 in September 2003, stating that in deciding on the transit way agreement, Council would evaluate several things, including consistency with the adopted design guidelines. The understanding was

that there would actually be a design, and that the design would have been reviewed by the Monorail Review Panel with recommendations to Council on consistency with the design guidelines, *before* a decision on the transit way agreement was made by Council.

As things now stand, there is no design for the Monorail other than "minimum system requirements." As a result, it appears that the review of a design for consistency with the Design Guidelines will occur in the permit process, *after* the Council decision on the transit way agreement. The result of this change is that Council is being asked to approve the alignment and stations with no specific project design. This is inconsistent with how the Council typically reviews projects in the right-of-way. With its hasty and arbitrary schedule, the Monorail is attempting to force the Council to give up City property for the Monorail, with only the vaguest understanding of what actually would be built.

It is not enough that the Design Guidelines will be used by the City departments in reviewing permits for the project. To be consistent with Resolution 30629, the adopted Design Guidelines should also be used by the City Council in making a decision on the alignment approval and the transit way agreement. We ask you to make clear that the Council will consider consistency with the Design Guidelines as part of its Monorail decision-making.

2. The Design Guidelines Do Not Appropriately Address the Large Switches that Will Be In the Right-of-way.

The February draft of the Design Guidelines (page nine) included the following very important guideline:

> "Locate switches to minimize impact on the surrounding area, and make every effort to locate them outside of downtown, neighborhood centers or residential areas."

In contrast, the March draft of the Design Guidelines deletes this important guideline and substitutes the following on page three:

> "Minimiz[e] the number and size of switches and other structures required by the system as much as possible within technical and operational constraints."

The problem with this later statement is that it does not express any City preference for avoiding switches in sensitive locations. Also, the statement as currently drafted takes away the City's authority to intervene in the process of deciding where switches are located. This is not appropriate, especially since the City Council has not yet approved the

proposed Monorail transit system. The Design Guidelines should not be watered down and should not accept switches in all parts of the City.

The issue of switches, as the Council may be aware, is not an academic issue. There are 28 switches total on the Green Line and the *smallest* is 90 feet by 32 feet. The largest is 500 feet by 60 feet. The impact of such switches in the right-of-way can be devastating to the streetscape, views, and the pedestrian experience.

OnTrack urges the City Council to include appropriate language on where switches should not be allowed. Alternatively, if the Council believes such a statement is not appropriate in the Design Guidelines and should instead be made in the context of the Council decision on the Monorail transit system itself, then this provision should be deleted from the Design Guidelines, and this type of statement should be made a part of the transitway agreement.

3. The Design Guidelines Inappropriately Make the Policy Decision that Parking Should Be Discouraged at All Stations.

The March draft of the Design Guidelines includes an entirely new provision to discourage parking at stations or on adjacent streets (see page 16). This may be appropriate at certain stations. However, many community members feel that with respect to several specific stations, such as the terminus stations in Ballard and West Seattle, some parking spaces must be provided at those stations in order to prevent spillover parking on adjacent streets.

As the Council has not yet made its decision on approval of the Monorail transit system, it is inappropriate for the Design Guidelines to make this substantive policy decision. Neighborhood representatives have not yet had the opportunity to address the City Council and point out the parking deficiencies with the present Monorail proposal. We anticipate bringing these matters to your attention as you consider the approval of the transit system and the transitway agreement. In the meantime, it is not appropriate for the Design Guidelines to foreclose parking around all stations. We ask that item D3 on page 16 be deleted from the Design Guidelines. Issues about parking and mitigation of parking impacts are best addressed through the Council transit system approval process, and the subsequent permit process for individual stations.

4. Drop-Off/Pick-Up Zones Need to Be Adequate for Demand.

The draft Design Guidelines state that drop-off/pick-up zones should be provided. We urge you to amend this guideline to make it clear that *adequate* drop-off/pick-up zones must be provided around stations, so as to minimize adverse traffic and circulation impacts to the neighborhood. Guideline D2 on page 16 should be revised to read as follows:

> Provide adequate drop-off/pick-up zones located conveniently to station entrance(s) without creating undue traffic and circulation impacts to adjacent uses.

5. The Design Guidelines Need to Incorporate the Design Guidelines Already Adopted for Individual Neighborhoods.

The City and the neighborhoods spent countless hours developing neighborhood-specific Design Guidelines. These Guidelines were adopted by the City Council to guide review of development projects. These existing neighborhood Design Guidelines should be incorporated into the Monorail Design Guidelines. Alternatively, the Monorail Design Guidelines should refer to the neighborhood Design Guidelines as separate standards that must also be evaluated as part of Monorail permit review.

In addition, although we appreciate the use of "typologies" to make it easier to review this mammoth transportation system, such a "big picture" perspective is not sufficient to ensure that the Monorail will fit in seamlessly into individual neighborhoods. We recommend that in addition to the overall Design Guidelines presently being drafted, there should also be guidelines for individual stations that apply during permit review. This is consistent with the practice of the City in regard to other large private and public works projects, such as Sound Transit. The Monorail, as the largest public works project in City history, should be reviewed with at least as much care. The City should take the necessary time to adopt neighborhood-specific design guidelines for individual stations, before any permits are issued for those stations.

6. The Council Should Require DPD to Re-Open the Comment Period on Station Permits to Allow Public Comment on Consistency with Design Guidelines.

The Monorail project has already applied for master use permits for certain stations. DPD has closed the public comment period on those applications and has refused to extend it. As the design of the stations is not yet known, the public must have an opportunity to comment on the design when it is finally known, and to comment on consistency with the Design Guidelines, before any decision is made on the permit application.

It was premature of DPD to close the comment period on the Monorail permit applications before the design guidelines were adopted and before there is a design presented. We ask the Council to require DPD to re-open the public comment period for pending station permit applications.

Conclusion

The Monorail will have very real impacts on Seattle's neighborhoods for a very long time. Columns will usurp traffic lanes, sidewalks, and parking spaces. Parking by Monorail riders needs to be better addressed so that the parking available to neighborhood businesses and residents does not get usurped by the Monorail. The Design Guidelines are an important City tool for integrating the Monorail with our neighborhoods, and we urge the Council to incorporate suggestions to strengthen the Design Guidelines. We appreciate your consideration of our comments

Very truly yours,

OnTrack

By Melody B. McEtchen

cc: Martha Lester, City Council Central Staff
Norm Schwab, City Council Central Staff

SEATTLE CITY COUNCIL MONORAIL HEARING MARCH 31, 2004

LETTERS

"Even were [the party] to discover the cure for cancer I couldn't vote Democratic."

DEMS LEAN TOO FAR LEFT

Just finished reading Knute Berger's piece on the economy, and taxation, and our impending doom under Bush ["Worse Than the Gilded Age," March 17]. A few minor thoughts to disregard.

I was born and raised a Democrat—a Chicago Democrat at that. At one point in my life, I was an assistant precinct captain, the whole routine.

Now I'm a registered Republican, and I can't imagine even thinking about voting for any Democrat. Why?

Basically, the Democratic party has shifted so far to the left and included so many "special interest" planks in its platform that even were it to discover the cure for cancer I couldn't vote Democratic. Same holds true for the vast majority of the people I know.

If the Democrats would figure it out, drop their insistence on gun confiscation, er, I mean control, back off the abortion-on-demand routine, and stop trying to buy votes by pandering to every class of victim they can invent, they'd probably start winning in the fly-over zone again.

Most of the country, outside of the two coasts, is a good bit more conservative than the Democratic agenda, and it will be harder and harder for them to portray themselves as champions of the working class, which, if I recall from my youth correctly, is what they always were. How in God's name can a candidate with $23 million worth of house to his name run as a candidate of the people?

Dan Springhorn
Chicago

MONORAIL PULLS A FAST ONE

I am a transportation professional working in an executive position in one of the New York/New Jersey/Connecticut region's major transit agenices. I have read with great interest your detailed analysis of the problems and issues with the Monorail company vs. Sound Transit ["Monoreality," March 3].

The Monorail company is pulling a fast one on Seattle taxpayers. There are many potential, even fatal, flaws with their proposal. No property on earth (or at least check Japan, the most aggressive operator of urban monorails) has ever built a single-rail monorail where trains go both directions on a single beam with passing beam sidings. Trains and light-rail lines go from double-track to single-track operation all the time, but monorails switching from one beam to the other for basically a single-beam operation is a very slow and time-consuming procedure (minutes instead of seconds on a train). No monorail system in the world does what these jokers are proposing.

Counting on Seattle Metro Transit bus passengers to transfer is another well-known ploy. The idea is particularly ridiculous if bus riders have to pay another fare to ride the monorail (in fact, they won't unless Metro forces buses to terminate at monorail stations, a potential new mutiny). Cleveland tried this ploy in the '50s to build ridership on their new heavy-rail rapid-transit line. It didn't work. If the combined bus-monorail travel time, including transfer time, is not significantly faster than taking the bus straight through, customers will prefer to continue their trip on the bus!

Houston looked seriously at monorails, dropped them, and is building a successful light-rail system. So should Seattle.

Robert Newhouser
Brooklyn, NY

SOME MONORAIL BALANCE

I believe Rick Anderson's article on the monorail ["Monoreality," March 3] was one-sided toward the negative aspects of the monorail. We do need financial accountability and the monorail commission should not have a blank check. Anderson should have balanced his article with the positives. For example, he stated that there would be 500 parking places lost. He could have added that fewer cars in downtown Seattle will relieve congestion, improve air quality, and lessen driver frustration.

The article pictured a monorail platform replacing the McDonald's sign. Anderson stated there would be "unsightly" platforms. To me, McDonald's is unsightly and visually polluting. In reply to "lost business" and revenue, there will also be thousands of construction jobs during construction and businesses springing up around these "platforms." Restaurants and bars along the line will do a thriving business as people realize they can eat and drink and not worry about driving and parking. The monorail will also reduce our reliance on oil. Doing nothing would only make our transportation problems worse. The monorail should be built.

Wendy Wright
University Place

GUARDING THE VOTES

I'd like to thank you for the article on paper-verified voting—or lack thereof ["Black Box Backlash," March 10]. I am personally outraged that our Republican secretary of state has failed to take a strong stance on this issue. After fighting against paper-verified, auditable voting systems for years and supporting corporate vote-counting, he has now flip-flopped to a weak position, barely addressing the "paper-verifiable" issue and leaving huge security concerns completely unaddressed.

His support of "Internet voting" is scary and downright laughable. Find me one, just one, totally secure, 100 percent unhackable Web site and maybe I'll support Web voting.

I think a candidate like Andy Stephenson is exactly what we need to protect our ▶

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MARCH 24, 2004

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www.saveseattlecenter.org

Save Seattle Center!

PLEASE HELP!
MAKE YOUR OPINION KNOWN!

The Seattle Monorail Project (SMP) wants to run the Monorail through the Heart of Seattle Center!

The SMP's "Preferred Alignment Northwest Route" will:

- Run a major transportation system through the heart of Seattle Center open space.
- Divide the International Fountain area with columns, guideways and trains.
- Run intrusive trains overhead every two minutes, 30 times an hour, in both directions.
- Remove over 250 beautiful and historic trees along the entire Center route.

★ OFFICIAL ALTERNATIVE ROUTES OUTSIDE SEATTLE CENTER ★ ARE BETTER FOR THE CENTER AND THE TRANSIT RIDING PUBLIC!

Locating the Monorail Outside of Seattle Center:

✓ **Puts transportation where transportation belongs – on the streets,** where transit users are, ***not through Seattle Center*** open space or corridors

✓ **Provides better column, guideway and station sites *outside the Center*** without loss of trees, open space or interfering with Center activities.

✓ **Protects the friendly, relaxing pedestrian environment of the International Fountain park space** where people gather for play, picnics and just taking in the sun on a summer day, or spontaneously gathering for community events. ***The monorail would permanently degrade this area for public use.***

✓ **Preserves the environment for Seattle's most popular events:** Folklife, Bumbershoot, The Bite, and many others. ***A large monorail viaduct with trains constantly running overhead will severely impact musical, speaking and other outdoor Center events.***

WANT TO HELP SAVE THE CENTER? Here's what you can do:

★ **Email or call each member of the Seattle City Council:** Info on the back.

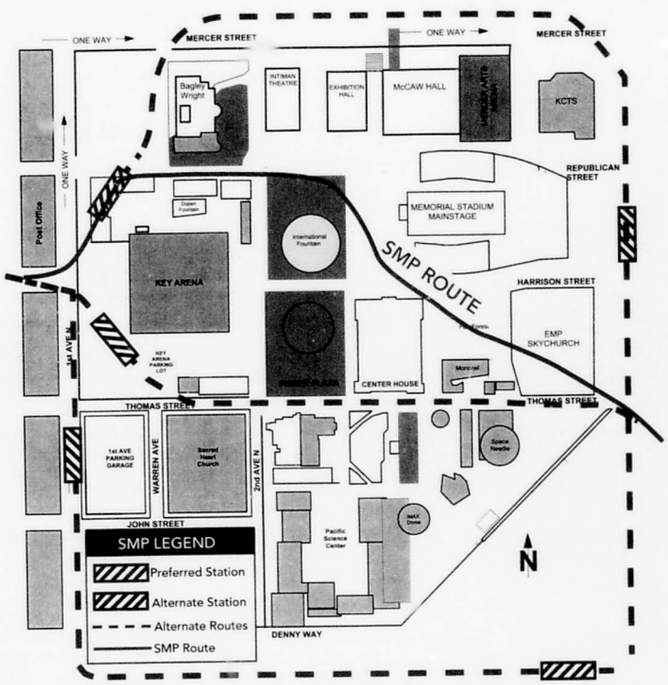
★ **Strongly urge that SMP and Seattle City Council select one of the alternate routes that does not divide Seattle Center.** Urge them to support a route that serves the public good without sacrificing the Center. Even many original monorail supporters oppose this route. **Please join us. Time is short, a final decision is expected soon!**

KEEP SEATTLE GREEN!

For more information, visit us at www.saveseattlecenter.org

www.saveseattlecenter.org

Map of Seattle Monorail Project's (SMP) Route (solid line) through the Heart of the Center and the Official Alternate Routes (dashed lines) on Mercer, Thomas and Denny.



CONTACT THE SEATTLE CITY COUNCIL!

Contact Seattle City Council Members below and let them know that YOU DON'T WANT THE MONORAIL TO RUN THROUGH THE HEART OF OUR SEATTLE CENTER. Ask them to choose one of the Alternate Routes!

Peter.Steinbrueck@seattle.gov	phone:(206)684-8804
Tom.Rasmussen@seattle.gov	phone:(206)684-8808
Jan.Drago@seattle.gov	phone:(206)684-8801
Jim.Compton@seattle.gov	phone:(206)684-8802
David.Della@seattle.gov	phone:(206)684-8806
Jean.Godden@seattle.gov	phone:(206)684-8807
Nick.Licata@seattle.gov	phone:(206)684-8803
Richard.Conlin@seattle.gov	phone:(206)684-8805
Richard.McIver@seattle.gov	phone:(206)684-8800

CONTACT INFO BY MAIL

PO Box 34025
Seattle, WA 98124-4025

City Hall Building
600 4th Ave, 2nd Floor
Seattle, WA 98104

For more information, visit www.saveseattlecenter.org

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Seattle City Council – Monorail Design Guidelines - March 31, 2004

My name is Sue Adlesic, resident of lower Queen Anne. Most of you know that I believe the Monorail station at Mercer and Elliott to be ill conceived. Now that it would appear that it is regrettably a done deal, I would like to also raise concerns about its design.

I find it ironic: In the ETC's Seattle Popular Monorail Plan, the plan that went to the voters, the ETC stated that the InterBay Route was selected because in part it would cause fewer noise impacts for nearby residents and fewer impacts on private views.

And yet the recommended station site at Elliott Avenue and Mercer Street is in the one block along Elliott Avenue, the exact site that would cause the most impacts on private residents.

In addition, in between the release of the Draft EIS and the Final Staff Recommendations, the SMP changed their plans to a vertical station at this site. A vertical alignment was not evaluated in the EIS at the Elliott Avenue / W. Mercer Street location, and the local residents had no opportunity to comment on this until it was too late. A vertical station may be appropriate on other sites in Interbay, however, is not appropriate among the residential properties at Elliott Avenue and Mercer Street. While SMP staff have acknowledged that there are less impactful alternatives, both in terms of actual design and which lot is acquired for the station, they have chosen to ignore those alternatives apparently solely due to cost. Joel Horn has specifically stated that private views are not protected and do not need to be taken into consideration. Over and over he cites studies that indicate property values will rise in the area of a mass transit station. That may be broadly true, but the 20 – 30 homeowners who will have their Elliott Bay views replaced by a 65' tall station lit 24 hours a day right outside their windows don't agree.

It is precisely because of this that I ask for a small amendment to the current design guidelines.

The Elliott/Mercer station is listed in the guidelines as a Residential Urban Village Station. Makes sense. What I ask is that the design guidelines for Residential Urban Village Stations include language regarding Height, Bulk, and Scale similar to that included in the guidelines for Urban Village Stations.

The design guidelines indicate that the Residential Urban Village Station is the least consistent with a single Comprehensive Plan designation. Therefore it is more critical that guidelines for stations under this designation are built to fit within "existing cherished neighborhood character" at these varied sites; such as exists at the proposed site at Elliott and Mercer.

This addition shouldn't be controversial, as it already exists in the document for other designated typologies. Please make this small amendment so that the residents who must live next to these Residential Urban Stations don't have to live with whatever's cheapest to build there.

Thank you,
Sue Adlesic
505 West Mercer Place, Seattle
(206) 216-5282
sueadlesic@yahoo.com

Monorail Design Guidelines –
Proposed Amendments – March 31, 2004

Station Typologies
Residential Urban Village Stations
Key Design Issues

Add:

- Ensuring that the Monorail does not overwhelm the Urban Village neighborhood in scale, massing, or character; but instead fits within existing cherished neighborhood character, or sets a tone for future development that is high in quality and pedestrian-oriented.

Design Guidelines for Monorail Stations
III. Additional Station Guidelines by Typology
C. Residential Urban Village Stations

Add:

4. Height, Bulk, and Scale: Consider additional refinements beyond required setbacks in transitions in height, bulk, and scale at zone edges in order to carefully integrate the monorail with neighboring development. Use modulation, color, texture, entries, materials, cornice lines, or other features to break the station façade into sections and character consistent with the desired neighborhood character.

Respectfully,
Sue Adlesic
505 West Mercer Place #103
Seattle, WA 98119
(206) 216-5282

Return to the referring page.

Las Vegas SUN

March 22, 2004

Delays in opening of monorail could be costly

By Launce Rake
<lrake@lasvegassun.com>
LAS VEGAS SUN

Officials say they don't know how much the latest postponement of the long-awaited Las Vegas monorail opening will cost.

Executives with the company contracted to run the monorail announced Friday that the monorail probably won't start carrying passengers until late June at the earliest.

The system had initially been slated to open in January, but it still has bugs that need to be worked out before it will run smoothly for the millions of visitors that are expected to ride the monorail, officials said.

"We're still in the testing and commissioning phase," said Jim Gibson, chairman of Transit Systems Management, the private partner and manager of the monorail system for the nonprofit Las Vegas Monorail Co. "There's fine tuning of the ride quality. There's fine tuning of the noise issues."

And the work continues on software that controls the 3.9-mile, $650 million system.

"The most important point of all is the automated train control system," said Gibson, who also is mayor of Henderson.

One aspect of the delays could impact at least the monorail company and bondholders -- primarily the eight hotels that the system connects, said Srinivas Pulugurtha, assistant director of the Transportation Research Center at the University of Nevada, Las Vegas. More than 1.5 million visitors a month were expected to ride the system, and those tickets now cannot be sold.

Another potential financial impact could be on the consortium of companies, including Montreal-based Bombardier Transportation, building the system. Gibson said the potential "liquidated damages" for failure to open the system on time are $85,000 a day.

The contract for the system specified a Jan. 20 opening day, but Gibson emphasized that the deadline did not take into account design-change orders or other factors that could affect the liquidated damages.

The final penalties, if any, would be determined after negotiating with the construction partners, he said.

"Those are the things that you work on last," Gibson said.

Helene Gagnon, a spokeswoman for Bombardier, said the company is not now focused on the prospect of damages.

"Our focus is really on opening the system," she said. "We're not concerned with other outstanding issues.

"If there are outstanding issues, we will deal with that later," she said.

Mary Riddel, associate director of UNLV Center for Business and Economic Research, said the monorail will appeal to visitors but the short-term economic impact would be limited.

"The economic impact is not going to be large," she said. "Really, it's more about shifting dollars than creating dollars."

The impact might be bigger, in a negative way, if the system did not work well and tourists were disappointed with their experience, Riddel said.

Clark County Commissioner Bruce Woodbury, who also serves as chairman of the board of the Regional Transportation Commission, said the frustration of some people to get the system into service is natural.

The RTC is a partner with the Las Vegas Monorail Co., and plans to extend the system to downtown Las Vegas within a few years.

Return to the referring page.
Las Vegas SUN main page

Questions or problems? Click here.

E.J.OR FAYE M. GARNEAU
AKA GARNEAU PROPERTIES

951 North 100th Street
Seattle, Washington 98133
206 526 1366 office
206 528 5590 fax
Garneau_Properties@msn.com

March 31, 2004

My name is Faye Garneau and I speak to you today as a property owner along the Green Line and as a person who spends a lot of time talking with residents and business owners of this city.

The design guidelines are very vague, and do not provide what citizens expected when voting for this project as I did.

A large percentage of people I spoke to, including myself believe that the stations should have the following:

a. escalators, as promised - not elevators
b. lots of lighting not only at the stations but along the entire line near columns which may become a dark spot in an otherwise well lighted area.
c. special attention paid to safety issues, people on duty at all times at the stations and on the trains. Many speak of experiences on our bus system regarding safety issues.
d. regarding the stations themselves, neighborhoods feel they should have a clear say in how the stations blend into the neighborhood, (one size does not fit all) and they, the neighborhoods should have the final say on what may happen to "left over land". Most do not believe the land should just be "sold off" but that the disposition, and or usage of it, should be left up to the neighborhood to be sure it is used in compliance with zoning regulations and neighborhood plans.
e. Appearance along the entire line and at the stations - removal of graffiti immediately and cleanliness, tracks, columns, windows, trains and stations are a concern
f. Citizens of this city as well as myself believe that there should be no "single tracks" on this line or any other Monorail line in this city. I quote many citizens " we were told we would have escalators and double tracks, it is not our fault if they did not get the figures right."

Lastly but not least, Seattle residents and business people I have talked to want to know all the costs before this project is begun. It was expressed over and over again that before one piece of property is purchased or one "hole" is dug the cost of this project must be determined by the builder/operator and once the cost is more closely determined then another look at the income projections must be done. Most people are not so naïve that they do not believe that there will be cost over-runs but they strongly believe we should try to keep them to a minimum.

The people I speak of are the ones who cannot leave their jobs in the afternoon to attend City Council meetings, who cannot attend evenings meetings because they have to feed their children, help them with their homework, put them to bed and then maybe, just maybe, they can have an hour to themselves. They do not believe this project should just be built and "the cost be dammed".

I ask on my behalf and theirs, that you make sure the design guidelines follow the wishes of the citizens of this city, be they neighborhood residents or business owners and trust you will seriously consider these concerns.

Faye M Garneau

Seattle City Council

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PUBLIC HEARING SIGN-UP SHEET

Monorail Deisgn Guidelines

INFORMATION ON THIS SIGN-UP SHEET IS *PUBLIC RECORD*

#	(PLEASE PRINT) NAME	(OPTIONAL) ADDRESS	ZIP
1. ✓	GRANT COGSWELL	551 1ST AV. S.	98104
✓	HEATHER MACINTOSH	1600 15th AVE	98122
3. ✓	Tim WULF	8902 FALCATLCROF	98136
4. ✓	MICLAY NILAND	8021 17TH AVE NW	98117
5. ✓	Su Niland	8021 17th Ave N.W.	98117
6. ✓	MIKE PERINGER	2732 3rd S. SEATTLE	98134
7. ✓	Liv Finne	3023 10th Ave. W.	98119
8. ✓	~~Jud Musgaard~~ Foster in Stamber	2201-3rd 2540 37 W.	98199
9. ✓	GEOF LOGAN	geoflo SAM@COMCAST.NET	98103
✓	Pam James	8048 17th NW	98117
11. ✓	BRIDGET ROGLER	8051 17TH NW	98117
12. ✓	$Pat Callahan	701 5th Ave, Suite 4000	98104
13. ✓	JOAN JEFFERY	3507-500 ALASKAN ST #31	98126

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PUBLIC HEARING SIGN-UP SHEET

Wednesday, March 31, 2004

Monorail Deisgn Guidelines

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	551 1ST AV. S.	98104	
	1600 15th AVE	98122	
	8902 FAIRFIELD	98136	
	8021 17TH AVE NW	98117	
	8021 17th Ave N.W.	98117	
	2732 3rd S. Seattle ~~98103~~	98134	
	3023 10th Ave. W.	98119	
	2201-3511 2540 37 W.	98199	
	geoflosam@comcast.net	98103	
	8048 17th NW	98117	
	8051 17th NW	98117	
	701 5th Ave, Suite 4000	98104	206-262-5400
	3507-SW Alaska St #31	98126	206-933-1616

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MONORAIL DEISGN GUIDELINES

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#	(PLEASE PRINT) NAME	ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	
14. ✓	Norm Langill	One Reel	17		
✓	Jeanni Falls	One Reel			
16. ✓	Bernice Maslan	NW Folklife			
17. ✓	Julian Adamaitis				
18. ✓	Stuart Weiss	Resident	9612 - 55th Ave. S.	98118	
19. ✓	DENNIS ROSS	ADMIRAL C/C	2008 CALIFORNIA AV SW	98116	
20. ✓	BOB GILLESPIE	WEST SEATTLE	4145 FAUNTLEROY		
21. ✓	STEVE WILLING	" "	—	—	
22. ✓	SCOTT WALLIS	Taco Time			
✓	JOE EGGERS	TACO TIME			
24. ✓	Sue Adlesic		505 W Mercer Pl	98119	
25. ✓	Paul W Locke				
26. ✓	FAYE GARNEAU	Private Citizen, property owner	951 NO 140th St	98133	

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PUBLIC HEARING SIGN-UP SHEET

Wednesday, March 31, 2004

MONORAIL DEISGN GUIDELINES

IC RECORD

ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
One Reel	17		
One Reel			
NW Folklife			
Resident	9612 55th Ave. S.	98118	725-1078
ADMIRAL CC	2008 CALIFORNIA AV SW	98116	935-6159
WEST SEATTLE	4145 FAUNTLE		425-451-3500
" "	—	—	938-6100
Taco Time			
TACOTIME			
	505 W Mercer Pl	98119	(206) 219-5282
Private Citizen, property owner	951 170 Lot 9 St	98133	546-1366

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27. ✓	Barbara Swift	Swift & Company Landscape Architect	402 DEXTER AVE N	98109
✓	Eugene Wasserman	Neighborhood Business Council	1301 5th Ave #2500 Seattle	98101
29. ✓	PHILIP BECK	CITIZEN	1017 MINOR AVE #903 SEATTLE WA 98104	98104
30. ✓	GREG SCHULER	ANTIOCH UNIVERSITY	2326 - SIXTH AVENUE	98121
31. ✓	Krista Camenzind	OnTrack	1601 2nd Ave #410	98101
32. ✓	WILLIAM JOSTEN	SAMIS LAND CO.	208 JAMES ST.	98104
33. ✓	PETE KWIOWITZ	CITIZEN	3701 SW MORGAN	98126
34. ✓	Michael Taylor			
35.				
37.				
38.				
39.				

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Wednesday, March 31, 2004

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ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
WEFT & Company Landscape Architect	402 DEXTER AVE N	98109	632-2038
Neighborhood Business Council	1301 5th Ave #2500 Seattle	98101	
CITIZEN	1017 MINOR AVE #903 SEATTLE WA 98104	98104	
ANTIOCH UNIVERSITY	2326 - SIXTH AVENUE	98121	206-268-4013
OnTrack	1601 2nd Ave #410	98101	206.441.5202
SAMIS LAND CO.	208 JAMES ST.	98104	206 718 2764
CITIZEN	3701 SW Morgan	98126	2069378808

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#	(PLEASE PRINT) NAME	ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	
40.	~~Abby Robinson~~	~~Pioneer Square Community Association~~	119 1st Ave S, Suite 100	98104	(2
	~~JUD MARQUARDT~~	CITIZEN	2201 3RD 2003 — 98121 →		
42. ✓	MICHAEL GOODREAU	CITIZEN		98107	
43. ✓	NILS FINNE	MONORAIL RECALL	3023 10TH AVE W. SEATTLE	98119	20
44. ✓	Donalee Rutledge	Market Street Technologies	5512 17th Ave. N.W.	98107	C2
45. ✓	Howard Anderson	2nd Ave Group			2
46. ✓	Kay Knapton	W.S.J.A.	#750 Colly	98116	
47.	ELIZABETH GRAHAM	citizen	1017 MINOR ave. #903	98104	20
48. ✓	Zander Batenelder	Bellevue CC	2205 2nd Ave #200	98121	
✓	STEVE HARTSON	CITIZEN	1932 NE 92nd St.	98115	2
50.					
51.					
52.					

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LIC RECORD

ORGANIZATIO
~~Pioneer Square Com~~
CITIZEN
CITIZEN
MONORAIL RE
Market Street T
2nd Ave Gro
W.S.J.A.
citizen
Bellevue CC
CITIZEN

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MONORAIL DEISGN GUIDELINES

Wednesday, March 31, 2004

ECORD

ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
~~Queen Square Community Association~~	119 1st Ave S Suite 100	98104	(206)667-0687
CITIZEN	2201 3RD 2003 98121 →		
CITIZEN		98107	
NORAIL RECALL	3023 10TH AVE W. SEATTLE	98119	206 467 2880
Jet Street Technologies	5512 17th Ave. N.W.	98107	(206) 753-2006
nd Ave Group)			206 6824935
SJA	4750 Colby	98116	935-0904
ITIZEN	1017 Minor Ave. #903	98104	206 3756677
Howe CC	2205 2nd Ave #209	98121	
CITIZEN	1932 NE 92nd St.	98115	206 525 8514

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#	(PLEASE PRINT) NAME	ORGANIZATION	(OPTIONAL) ADDRESS	ZIP
53.	✓ William Kelley-Kamp	none	2305 1st Ave Apt B-12	98121
54.	✓ Will AFFleck-Asch	none	3648-B Francis Ave N	98103
55.	✓ Julie Anab?			
56.				
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LIC RECORD

ORGANIZATION
none
none

PUBLIC HEARING SIGN-UP SHEET

MONORAIL DEISGN GUIDELINES

Wednesday, March 31, 2004

ORD

ORGANIZATION	(OPTIONAL) ADDRESS	ZIP	(OPTIONAL) PHONE/FAX
	2305 1st Ave Apt B-12	98121	(206) 448-8742
e	3648-B Francis Ave N	98103	632-3010

Cheryl Sizov/cs/NSchwab/ns
monorail ordinance
April 19, 2004
version #4

Yellow

ORDINANCE _____

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

WHEREAS, in September 2003, the City Council passed Ordinance 121278, which provides for a permitting and approval system for monorail transit facilities that may be proposed by a city transportation authority such as the Seattle Popular Monorail Authority (commonly known as the "Seattle Monorail Project" or SMP), and

WHEREAS, Resolution 30629 states that the Council anticipates that the Monorail Review Panel (MRP) will work with the SMP to develop design guidelines for Council adoption; and

WHEREAS, Ordinance 121278 states that the City of Seattle will use monorail transit system-specific design guidelines when reviewing applications for approval of monorail transit facilities; and

WHEREAS, the Council held joint public workshops with the Executive to review the Executive's February 23, 2004 draft Monorail Transit System Design Guidelines; and

WHEREAS, the Council held a public hearing on the Executive's March 19, 2004 proposed Monorail Transit System Design Guidelines and considered comments received orally and in writing; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 2nd Quarter 2004 illustrations to elaborate on and provide examples showing how the systemwide design guidelines in Exhibit A may be applied; and

WHEREAS, the Council finds that the location-specific (e.g., "typology") guidelines proposed by the SMP and the Executive are a good starting point, but that further work is needed to make such guidelines more useful by better addressing, by way of example, such things as site planning, plazas and open space, station architecture, streetscape improvements, and pedestrian access and circulation; and

WHEREAS, the Council finds that the further development of location-specific guidelines will benefit from further integration with ongoing work by the Department of Planning and Development on station area plans and the first review of station designs by the MRP; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 1st Quarter 2005 additional location-specific guidelines, and location-specific illustrations (as needed); NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City Council approves monorail transit system design guidelines, attached as Exhibit A, for use by the Department of Planning and Development and the Department of

Transportation, pursuant to the authority of those departments under Ordinance 121278, in reviewing applications for approval of monorail transit facilities.

Section 2. The Directors of Planning and Development, and Transportation, are authorized to create user's guides, client assistance memoranda and/or other material describing ~~and illustrating~~ the administration and application of the monorail transit system design guidelines.

Section 3. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 4. In approving these systemwide guidelines, the City requests that SMP provide the Design-Build-Operate-Maintain contract proposers with these guidelines so they may consider them as they prepare their proposals for submittal to the SMP.

Section 45. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2004, and signed by me in open session in authentication of its passage this _____ day of _____, 2004.

_____
President _____ of the City Council

Approved by me this ____ day of _____, 2004.

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2004.

_____
City Clerk

(Seal)

Exhibit A: ~~Integrating the~~ Monorail Transit System Design Guidelines

Cheryl Sizov/cs
monorail ordinance
March 9, 2004
version #2

ORDINANCE _____

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

WHEREAS, in September 2003, the City Council passed Ordinance 121278, which provides for a permitting and approval system for monorail transit facilities that may be proposed by a city transportation authority such as the Seattle Popular Monorail Authority (commonly known as the "Seattle Monorail Project"); and

WHEREAS, Resolution 30629 states that the Council anticipates that the Monorail Review Panel will work with the SMP to develop design guidelines for Council adoption; and

WHEREAS, Ordinance 121278 states that the City of Seattle will use monorail transit system-specific design guidelines when reviewing applications for approval of monorail transit facilities; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City Council approves monorail transit system design guidelines, attached as Exhibit A, for use by the Department of Planning and Development and the Department of Transportation, pursuant to the authority of those departments under Ordinance 121278, in reviewing applications for approval of monorail transit facilities.

Section 2. The Directors of Planning and Development and Transportation are authorized to create user's guides, client assistance memoranda and/or other material describing

ACTING CITY CLERK

and illustrating the administration and application of the monorail transit system design guidelines.

Section 3. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2004, and signed by me in open session in authentication of its passage this _____ day of _____, 2004.

_____
President _____of the City Council

Approved by me this ____ day of _____, 2004.

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2004.

_____
City Clerk

(Seal)

Exhibit A: Integrating the Monorail Design Guidelines

Exhibit A

Integrating The Monorail

DESIGN GUIDELINES

Monorail Transit System Design Guidelines

March 19, 2004

City of Seattle

ACTING CITY CLERK

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City of Seattle
Monorail Transit System Design Guidelines

Introduction

The City's monorail transit system design guidelines are part of the approval and permitting process that the City established after voters approved the creation of a city transportation authority, known as the Seattle Monorail Project (or "SMP"). The SMP is planning a citywide monorail transit system and is seeking to develop a portion of that system from Ballard to West Seattle, known as the "Green Line."

In the broadest sense, the City is the steward of its citizens' resources and aspirations. In fulfilling that role, the City's work on the monorail project encompasses several elements, all focused on successfully integrating the monorail into Seattle.

- **Guiding the Monorail**—Through design collaboration and negotiation for the best fit between the city and this new transit infrastructure.
- **Approving the Monorail**—A phased process of approvals and permits for construction of the monorail.
- **Making the Most of the Monorail**—Station area plans and actions for making the most of the monorail in the neighborhoods it will serve.
- **Building the Monorail**—Construction coordination to keep people moving and neighborhoods livable through the construction period.

Principles for Integrating the Monorail into the City
Early in the project's development, the City crafted a common set of principles intended to guide both the City's station area planning and SMP's project design and development. The Comprehensive Plan and various adopted City policies provide the foundation for many of these planning and design objectives. The principles, in turn, provide the basis for the City's monorail transit system design guidelines. The principles include:

1. Make the most of the monorail as a transportation system
2. Create great urban places
3. Maximize the quality of the pedestrian environment
4. Respect cultural and historic resources
5. Balance the design of the monorail system as a whole with the various contexts and neighborhoods along the route
6. Maximize the potential of the monorail system to promote sustainability

Each of these principles helped to shape the more detailed design guidelines that follow, and serve as a reminder of the broader objectives the City has for the project and its integration into the fabric of the city.

Purpose of Monorail Transit System Design Guidelines
The purpose of the City of Seattle's monorail transit system design guidelines is to set expectations for SMP to meet in the design of the monorail project. The guidelines intentionally do not prescribe specific design solutions; in fact, it is possible for a given design guideline to be met through any one of several design solutions. Inasmuch as the guidelines represent the broadest range of expectations, it is inevitable that some guidelines may appear to compete or conflict with one another. It is the user's responsibility to apply these general guidelines to specific locations and conditions, balancing expectations with project constraints and setting priorities as needed. The goal is to ensure a superior design that is well integrated into the transportation system and the urban environment.

During the design review and permitting process, the City will evaluate whether the design proposed by SMP meets the intent of the design guidelines overall, and require modifications to the design as needed. The design review and permitting process also includes opportunities for public review and input. Throughout this process, design guidelines ensure a consistent application of standards of design quality and performance while still allowing flexibility as the design progresses.

How the Monorail Transit System Design Guidelines Relate to Other Policies and Regulations
The City's monorail transit system design guidelines are just one of many tools the City will use in the approval and permitting process for the monorail project. To develop the monorail system, the SMP will need to obtain a number of approvals from the City, including:

- **Alignment Approval** whereby City Council will consider the horizontal and vertical alignment and locations of the monorail guideway, monorail transit stations, and monorail operation center(s).
- **Transit Way Approval** whereby City Council will consider an agreement granting use of portions of City of Seattle streets and rights-of-way for the monorail, imposing certain conditions and mitigation requirements, and designating those areas as a Monorail Transit Way.
- **Guideway Permits** If the Council approves the alignment and Transit Way, the City's Director of Transportation will consider applications for the monorail guideway and related elements.
- **Station Permits** If the Council approves the alignment and Transit Way, the City's Director of Planning and Development will consider applications for monorail transit stations and related passenger amenities, power substations and/or operation center(s), and for all shoreline substantial development permits.

The City's review of applications for these approvals will be guided by a variety of policies, regulations, and processes in addition to the monorail transit system design guidelines, including:

- **Land Use Code and Street Use Code**: The City's Land Use Code and Street Use Code establish zoning, development regulations and design standards that are applied during guideway and station permitting.
- **SEPA**: The City has the authority under the State Environmental Policy Act to condition or even to deny projects in order address environmental impacts.
- **Design Review**: Monorail transit facilities are subject to review by the Monorail Review Panel (MRP) which is a subcommittee of the Seattle Design Commission. The MRP makes advisory recommendations to the Mayor, Council and Directors of Transportation and Planning and Development regarding design and planning issues.

- **Historic Preservation Ordinances, Guidelines, and Review Processes**: Monorail facilities are subject to review by the Seattle Landmarks Board and relevant Preservation Board—in this case the Pioneer Square Preservation Board—wherever they may impact a landmark structure or are located within an historic district. The appearance and historical integrity of landmarked structures and districts are regulated in accordance with processes and criteria established by City ordinance. Given that specific guidelines are already in place for historic structures and districts, the City's monorail transit system design guidelines do not address historic preservation in more than a general way; instead, they work in tandem with these other guidelines.
- **Other policies and regulations**: Many other policies and regulations commonly consulted in the review of new development such as the City's Comprehensive Plan, adopted neighborhood plans, Transportation Plan, Building Code, Fire Code, Americans with Disabilities Act, and many others also apply to the monorail project.

Scope

The monorail transit system design guidelines address urban design and access issues for all monorail transit facilities, and for related improvements to streets and rights-of-way that are incorporated into the design and construction of the monorail transit system. Examples include:

- The elevated guideway and related columns, emergency walkway, and structural support elements such as C-bents
- Switches, turnbacks, and layover/holding tracks
- Systems structures such as power substations
- Individual stations and related public spaces, streetscape, and access improvements
- Areas underneath the guideway
- Other modifications and improvements to City streets and right-of-way

How the Guidelines Were Developed

The City has extensive experience developing and applying design guidelines for public and private projects including:

- Design Review: Guidelines for Multifamily & Commercial Buildings, October 1993, revised November 1998—used in the City's Design Review process
- Design Review Guidelines for Downtown Development, April 1999—used in the City's Design Review process
- Various neighborhood-specific design guidelines, 2000-2003—used in the City's Design Review process in conjunction with the citywide guidelines above
- City of Seattle Link Light Rail Design Guidelines, Joint Director's Rules 2000-2001—used in the review and permitting process for Link light rail facilities

In addition, SMP developed a set of design principles and criteria to provide guidance to their architects and contractor. The Monorail Review Panel identified important urban design and access issues as part of their review of alignment planning and preliminary design of the Green Line project. Lastly, the City's station area planning process, which has drawn heavily from adopted neighborhood plans, has also provided a wealth of knowledge applicable to urban design issues for the Monorail; particularly the Background Reports in framing the key issues for

stations and corridor typologies. Each of these documents has been a source of inspiration for the format, scope, process, and substance of the Design Guidelines for the Monorail.

Organization of the Design Guidelines
The guidelines are organized in two primary sections: Station guidelines and Corridor guidelines. Within each section, the guidelines are grouped by topics including.

- **Corridor topics:** Location and design of guideway and related elements; access and circulation near the guideway; and overall streetscape/ground plan design
- **Station topics**: Site planning and architecture; streetscape; and access and connections

Each general guideline is followed by a list of specific examples of how the guideline might be met. In addition to general guidelines for corridor and stations, there are guidelines specific to the types of settings, or contexts, in which the corridor will pass and station will be located, as described below.

Tailoring the Design Guidelines to Specific Contexts

The monorail will pass through a wide variety of contexts, ranging from Seattle's downtown urban core to industrial areas and neighborhoods. Recognizing that each context has different characteristics that the monorail should respond to, the general design guidelines are augmented with a series of guidelines that are specific to each context. Having context-specific guidelines provides an opportunity for the City to tailor the design guidelines to these differing environments.

Each context through which the monorail will pass is defined here by a series of physical attributes such as height of adjacent buildings, character of the street, and uses near the station. Contexts are also defined by non-physical attributes related to the planning goals for the area, development potential as defined by zoning, and other features. Each set of attributes constitutes a "typology" for the purposes of these design guidelines.

The general design guidelines for the corridor apply to all segments of the monorail guideway. Likewise, the general guidelines for stations apply to all stations. The context-specific guidelines apply only to those guideway segments and stations which best fit any given typology description. Some guideway segments and stations are clearly within one particular setting and therefore subject to the guidelines of only that particular typology. Other guideway segments and stations may have attributes of several typologies and are therefore subject to guidelines of each. A determination of which guidelines apply to specific Green Line guideway segments and stations will be made as part of the design review and permitting process. In summary, the general guidelines are intended to cover most design considerations for the monorail system. The typology guidelines are considered modifications, as appropriate, to specific context situations.

Three geographic areas have been designated as unique cases—the Seattle Center, the Ballard Bridge, and the West Seattle Bridge. These areas are addressed separately—not as typologies—with unique design guidelines.

Corridor Typologies

The term "corridor" is used to describe the path of the monorail including the route it takes through the city, the streets it runs down or alongside, the physical guideway and its related components, and any land or water which it

traverses. Although the monorail in its entirety naturally includes both corridor and stations, inextricably connected and related, the design guidelines separate corridor from stations in order to address the different urban design issues presented by each.

Four corridor typologies are described below, along with unique guidelines for any route that would traverse the Seattle Center, and the two bridges that are part of the Green Line proposal—Ballard Bridge and West Seattle Bridge.

Urban Core Corridor

Attributes

- Guideway is flanked by dense development of a scale that exceeds the guideway itself
- Consistent street edge defined by buildings and plazas
- Parking consists of on-street parallel parking and private paid parking in surface lots or structured garages
- Full range of urban street furniture and fixtures
- Lots of signage primarily directed at pedestrian or driver at moderate speed—directional, traffic, informational, retail related
- Includes both street and pedestrian lighting
- Fairly wide sidewalks relative to rest of system
- Extensive pedestrian traffic

Key Design Issues

- Carefully integrating the monorail guideway and system elements into the fabric of the city's downtown
- Minimizing impacts to key streetscapes; open spaces and plazas; vistas/views; significant historic, civic, and cultural buildings; and the overall character of the urban core as a vibrant urban environment
- Maximizing the potential for the monorail to play a significant role in creating an integrated transportation network/system with transit, light rail, and commuter trains
- Adding another dimension to the streetscape and overall street activity through pedestrian circulation at and above the street level, while not diminishing existing street level activity

Most likely applicable to the Green Line in downtown Seattle along 2nd Avenue and 5th Avenue.

Transportation Corridor

Attributes

- Guideway is prominent in terms of height, but similar in scale to the auto-oriented arterial
- Street edge marked by setbacks and numerous driveways/access points
- Parking largely provided on-street and in on-site parking lots adjacent to businesses
- Development tends toward one to two-story buildings located back from the street edge
- Little or no existing sidewalks; where they exist there are many curb cuts
- Lots of large-scale signage including billboards and lit signs, typically at or toward the street edge
- Street lighting only—typically little no pedestrian lighting
- Can include variations such as institutional (where flanking uses are large campus settings), and open space (adjacent to parks spaces)
- Minimal pedestrian traffic

Key Design Issues

- Accommodating high volumes of through-traffic while still functioning as business frontage and, to some extent, providing pedestrian connections
- Responding to the scale of moving vehicles, and to larger topographic landforms while also trying to instill a more human-scale character to the public spaces
- How to better support a pedestrian environment, pedestrians from fast moving traffic
- The opportunity to add signature landscaping and sustainable storm water management

Most likely applicable to the Green Line in Ballard along 15th Avenue NW, Interbay along Elliott Avenue West, SoDo, portions of West Seattle along Avalon and Fauntleroy.

Neighborhood Corridor

Attributes

- Two variations on a similar theme—in one the guideway is flanked by small scale retail/commercial uses; in the other it is flanked by multi-story residential
- Street characterized by pedestrian scale detailing, but modest heights of 3-5 stories
- On-street parking, structured parking, and some parking located behind businesses/housing
- Sidewalks of varying widths and conditions
- Lots of signage primarily directed at pedestrian or driver at moderate speed—directional, traffic, informational, retail-related
- Often includes both street and pedestrian lighting
- Moderate pedestrian traffic

Key Design Issues

- Careful integration of the monorail guideway and system elements into the scale and fabric of adjacent neighborhoods
- Minimizing impacts to key streetscapes; neighborhood businesses and residences, open spaces and plazas; vistas/views; significant historic, civic, and cultural buildings; and overall character
- Maximizing the potential for the monorail to play a significant role in creating an integrated transportation network/system with transit, light rail, and commuter trains
- Adding another dimension to the streetscape and overall street activity through pedestrian circulation

Most likely applicable to the Green Line in Ballard along 15th Avenue NW, Harrison/Seattle Center area, and portions of West Seattle along California Avenue SW.

Industrial Corridor

Attributes

- Guideway may be prominent in terms of height, but similar to or exceeded by scale of industrial buildings and infrastructure (such as equipment sheds, trestles/tracks, grain elevators)
- Street edge marked by setbacks and numerous driveways/access points
- Parking largely provided on-street and in on-site parking lots adjacent to businesses
- Development tends toward bulky one to two-story buildings located back from the street edge
- Little or no existing sidewalks; where they exist there are many curb cuts
- Signage is less than transportation corridor but similar in scale—billboards
- Street lighting only—no pedestrian lighting

- Minimal pedestrian traffic

Key Design Issues
- Maintaining and supporting the health of existing industrial uses, not affecting freight movement
- Safety for pedestrians and vehicles due to the nature of pedestrian/vehicular conflicts in these areas

Most likely applicable to the Green Line in SoDo and West Seattle from bridge to Avalon.

Seattle Center Campus
- There are several monorail alignments identified in the Environmental Impact Statement (EIS) for the Seattle Center area. If an alignment that crosses the campus is selected as the final alignment, these guidelines which address the Seattle Center campus itself are applicable. For alignments outside the campus, the guideway segment would likely fit the attributes of an Urban Core Corridor, a Transportation Corridor, and/or a Neighborhood Corridor, and those guidelines would apply.

Key Design Issues
- The Seattle Center is a unique active open space and cultural center for the city and the region. The campus includes a variety of contexts, including large scale buildings, amusement park rides, tree-lines alleys and the large gathering space at the International Fountain.
- The International Fountain Mall is one of this region's most important outdoor spaces, and should the Northwest Alignment be selected, the quality of the design across the Mall will be of critical importance to the character and function of the space.

Bridges
- Bridges and waterways include the span across the water and the transition moving to and from the bridges that are part of the Monorail project. This occurs at two locations: across the Ship Canal between Ballard and Interbay, and across the West Seattle Bridge.

Key Design Issues
- The Monorail crosses the Ship Canal and the Duwamish River offering opportunities to incorporate views and bring maritime character/themes into the monorail design, and be positive additions to the family of bridges over Seattle's waterways
- The span across the Ship Canal has the potential to be a beautiful and dramatic element linking Ballard and Interbay; likewise the span across the Duwamish should be equally, but differently, artful and a positive addition to the existing West Seattle High Rise Bridge.

Station Typologies

This document identifies and describes four station typologies. As stated earlier, it is important to note these categories are general, with most stations having the attributes of more than one typology.

Urban Center Stations
Attributes
- The densest areas within the city with the widest mix of uses (retail, office, civic, and residential)

- Clearly defined geographic boundaries, shaped by the architectural and functional character and context of the urban core
- Station will serve an existing vibrant/functioning urban core, station is secondary to the place itself
- Typically a "destination" station in the morning and "origin" in the evening (for commuters), plus all day long for intercity travel. Serves broad ridership: urban residents, commuters, shoppers, visitors/tourists, trips throughout the day, short and long
- Good connections to several bus lines, possibly also another mode of transit
- 18-24 hour usage
- Amenities in station area are part of a larger downtown-wide system of amenities such as benches, retail carts, public art
- Access improvements build upon existing infrastructure and must fit into other downtown circulation systems
- May serve special functions such as access to sporting event venues, cultural centers/facilities, civic centers, or other regional facilities which require special design features
- Planning context most comparable to urban centers

Key Design Issues

- Careful integration of the monorail into the fabric of the city's downtown
- Minimizing impacts to key streetscapes; open spaces and plazas; vistas/views; significant historic, civic, and cultural buildings; and overall character
- Maximizing the potential for the monorail to play a significant role in creating an integrated transportation network with transit, light rail, and commuter trains
- Adding another dimension to the streetscape and overall street activity through pedestrian circulation at and above the street level, while not diminishing existing street level activity
- Supporting future development adjacent to the station

Most likely applicable to the Green Line at Broad Street, Key Arena, 5th/Bell, 5th/Stewart, 2nd/Pike, 2nd/Madison, 2nd/Yesler, King Street stations.

Urban Village Stations

Attributes

- Mixed use area—commercial and retail focus, slightly lower densities than urban center
- Serves a neighborhood commercial center, helps physically and functionally define the place
- Connections to several bus lines, possibly another transit mode
- Primarily serves commuters and neighborhood residents and some visitors
- 18 hour usage
- Amenities in station area are key features of a town center—for instance a plaza with fountain, a green space, a copse of specimen trees
- Access improvements set the tone for pedestrian and non-SOV circulation in the station area—something for other systems/development to build from
- Planning context comparable to urban villages and hub urban village

Key Design Issues

- Balancing the desire to maintain a "small town" or village atmosphere with the opportunity to add a broader mix of uses and higher densities with the advent of the monorail

- Ensuring that the Monorail does not overwhelm the town center in scale, massing, or character; but instead fits within existing cherished neighborhood character, or sets a tone for future development that is high in quality and pedestrian-oriented

Most likely applicable to the Green Line at 85th/Crown Hill, 65th, Market, Dravus, Key Arena, Alaska Junction, and Morgan Junction stations.

Residential Urban Village Stations

Attributes

- Functions mostly as a commuter stop whereby station is the primary feature around which a few supporting uses are located that serve commuters, such as coffee bar, dry cleaners, post office, magazine stand, shoe repair
- Residential density may or may not be present at the outset but should be anticipated for the future
- Serves commuters and mode changers
- 12 hour usage
- Amenities in station area are focused on the commuter experience
- Access improvements focus on providing the easiest connection to the station
- Planning context comparable to residential urban village, manufacturing/industrial center, neighborhood anchor—station type that is the least consistent with a single Comprehensive Plan designation

Key Design Issues

- Accommodating peak crowds at commute times,
- Ensuring pedestrian/passenger safety at all times, but especially during periods of lower use

Most likely applicable to the Green Line at 85th/Crown Hill, 65th, Dravus, Mercer/Elliott, Delridge, Avalon, Morgan Junction. Lander, although located in an industrial area, will also likely serve as a commuter stop and thus share some of the attributes of this typology.

Multi-Modal Hub Stations

Attributes

- Located wherever several modes of transit intersect (metro bus, regional or private bus, light rail, commuter rail, airport, ferry); may be within urban core or other primary transportation corridors
- Usually sited in densely developed areas
- Serves a wide variety of passengers including both regular and infrequent users
- 18-24 hour usage
- Amenities in station are focused on the traveler, but unlike commuter stop, may include a broader range of services and facilities for passengers traveling longer distances and/or with longer wait times between modes
- Access improvements focus on connecting modes to one another
- Planning context comparable to town center

Key Design Issues

- Ensuring smooth transfers between transit modes, eliminating conflicts between pedestrians and vehicles/buses
- Accommodating multi-modal needs while still integrating the station within its context

Most likely applicable to the Green Line at Broad, 5th/Stewart, 2nd/Madison, King/Weller

Design Guidelines for the Monorail Corridor

I. Guideway and Related Elements

A. Guideway

1. *Design the guideway as an elegant and graceful structure that positively expresses the civic nature of the monorail and its ability to serve as a regional landmark contributing to the identity of Seattle. This may be done by:*
   - Using the scale of the guideway to emphasize the civic nature of the project, while providing detailing to integrate it into the communities through which it passes.
   - Designing the guideway, columns, emergency walkways, rails, raceways, lighting, cables and other components as a comprehensive and coherent system of integrated elements that all appear to be of the same style or from the same design approach.
   - Confining system elements to those necessary to operate the system.

2. *Balance civic-scale of the guideway with attention to the scale, proportion, and detailing of the existing topography and urban fabric along the corridor. This may be done by:*
   - Keeping the guideway structurally lean and light, and at a height appropriate to the neighborhood, as much as is possible given technical constraints and parameters.
   - Increasing attention to detail in the system elements and emphasizing smaller scale elements of the system in order to be more compatible with areas that have a "fine-grained" urban fabric—e.g. an environment that is characterized by smaller structures and pedestrian oriented uses.
   - Protecting views where possible, and maximizing opportunities to enhance vistas by optimizing the height of the guideway where there are views; and/or by arranging the beams and locating the columns in such a way as to minimize view blockage.
   - Paying special attention to the location of system elements and to design details and scale in those areas with historic or culturally significant context.

3. *Integrate the guideway into its context, minimizing visual impacts to the urban fabric and taking advantage of the opportunities presented by each setting along the corridor. This may be done by:*
   - Balancing the sometimes competing desires for a flat or gradual guideway profile for structural or operational reasons, as well as a profile that responds to the topography and urban form of the city along its length.
   - Minimizing curves and transitions from one side of the street to the other. Where curves are required, minimize the visual impacts by crossing streets as few times as possible. Where transitions are required, locate them where the street configuration naturally facilitates a transition, such as on a curve. Avoid locating transitions at intersections.
   - Minimizing frequent transitions from side-by-side tracks to vertical or stacked tracks. Where transitions are required, work with the topography to ensure a graceful and coherent appearance in conjunction with adjacent development or features.
   - Ensuring that transitions in guideway alignment, structure type, elevation and column placement are uniform, resulting in a visually appealing and consistent structure as viewed from adjoining neighborhoods and along the corridor.

- Minimizing bents and other special structures. Where bents and other special structures are required, design them as an integral part of the system, and allow them to serve other purposes where possible, such as corridor or gateway-defining elements responding to the scale and character of their context.
- Where column size and guideway height are flexible, making decisions that best support neighborhood values and needs. For example, taller guideway height can provide more light and air at the street, but can block more views; shorter height can minimize view blockage, but may create a less comfortable pedestrian atmosphere due to larger columns.

4. *Make the monorail system a positive addition to the streetscape through attention to scale, proportion and detailing of system elements. This may be done by:*
   - Designing the guideway and columns to respond to and fit within the function of the street and the character of the pedestrian environment.
   - Providing a consistent pattern of system elements; coordinating this with the pattern of intersections, street lights and trees that give continuity to the streetscape. In making final siting decisions, locate system elements in coordination with building entrances, sidewalks, vehicular movements, property access, bus stop locations and bus shelters, on-street parking location, landscape elements, lighting, signage, and other street furnishings such that the monorail elements allow for continued safe and comfortable use of these existing features.
   - In areas where property has yet to develop or redevelop to its highest potential, locating all monorail elements with the least impact possible on future development; including locating monorail elements such that they may be integrated into future development, or locating monorail elements at the edge of a site if integration is not possible.
   - Increasing the level of detail in materials, texture, and craftsmanship, and providing overhead weather protection in areas where pedestrians are expected to be close to columns and other elements such as switches, turnbacks and layover/holdover tracks.
   - Incorporating other amenities/functions into the guideway or system elements where appropriate and desired; such as accommodating signage on the guideway or providing seating at column bases.
   - Using reveals or shadow lines or other variations in the form to lessen the perceived mass or depth of the guideway structure.

5. *Use high quality, durable materials for system elements appropriate to their function and their context. This may be done by:*
   - Choosing materials, finishes, and forms that will retain an attractive character over time, including anticipating weathering characteristics so that the passage of time will improve, rather than mar, the character of the guideway elements.
   - Using life-cycle assessment data as part of the materials selection process.
   - Using low toxicity materials and minimizing finish coatings.
   - Designing the system elements to be vandal-resistant and selecting materials and finishes that resist graffiti and that are easily cleanable.

B. Columns

1. *Create a consistent rhythm through column location and design, balancing systemwide design objectives with responsiveness to local conditions. This may be done by:*
   - Generally locating the columns in a consistent, regularly spaced manner, providing for visual legibility and safety.

- Where local conditions might not allow regular spacing, or where conditions warrant irregular spacing designing the columns to enhance the creation of places at stations or other areas where the columns can help form an interesting visual identity.
- Addressing the impact and scale of the columns—particularly on narrower streets and finer-grained street environments—by minimizing their size, incorporating them into other structures, and/or by paying special attention to ameliorating their impact on pedestrian activities and uses.

2. *Minimize impacts to public views and spaces. This may be done by:*
   - Minimizing the size of columns in view areas to the extent possible, and only blocking those views that are essential to allow for the construction and operation of the system. Where view blockage is necessary, locate columns to minimize the effect on important view corridors.
   - Locating columns carefully in regard to adjacent buildings—particularly historic properties—and open spaces such that columns do not block entrances or major features of buildings, are placed away from buildings at a distance sufficient to allow for safe and comfortable passage, and allow for continued safe and comfortable use of existing open spaces.

3. *Detail columns to enhance context and local character. This may be done by:*
   - Having columns and other elements meet the ground plane in a simple fashion that expresses the structural function and material characteristics of the column or other element. Specifically, express the footprint of the column as an integral part of the detailing in the surrounding paving.
   - Giving particular design attention to columns that are in close proximity to historic properties, sidewalks and other pedestrian areas; emphasizing human scale features, materials, textures and details in these areas.

C. Other Structures and System Elements

1. *Locate and design monorail-related structures, such as switches, turnbacks, pocket tracks, tail tracks and bents, to fit within the local context and cause the least impact to adjacent uses and neighborhood character. This may be done by:*
   - Minimizing the number and size of switches and other structures required by the system as much as possible within technical and operational constraints.
   - Ensuring that switches and other structures do not result in dark or undesirable spaces underneath them by detailing the underside with lighting, design treatments, and/or artwork to create safe and pleasant spaces.
   - Where switches or other structures are located close to stations, providing continuity of design between the station and switches through a similar architectural expression or detailing.
   - Creating amenities in street level spaces beneath switches, such as overhead weather protection, areas for portable vendors, and future retail uses.
   - Providing screening of ancillary structures, as necessary, either through attractive fencing or landscaping, in order to contribute to an attractive streetscape.

D. Operation Center(s)

1. *Design the operation center(s) to fit its context and expressing its functions in a manner that is not visually disruptive to adjacent uses. This may be done by:*
   - Articulating functions of the facility through its architecture—form and materials.
   - Creating a visually pleasing and organized open space, especially as viewed from adjacent properties, streets, or slopes.
   - Screening utility areas.

- Using landscaping to highlight entrances or other places where the public is welcome.
- Ensuring that yard lighting, noise, and dust do not impact adjacent uses.
- Designing a green building per LEED standards.

II. Access and Circulation Near the Guideway

A. Vehicular Access and Circulation

1. *Ensure a safe environment that allows for all necessary vehicular movements. This may be done by:*
   - Locating columns to maintain a safe environment for vehicles of all kinds (including emergency vehicles, trucks, and transit buses), pedestrians and bicycles.
   - Ensuring that sight lines and clearances are maintained along the street and at driveways and intersections.

2. *Accommodate existing and potential land uses. This may be done by:*
   - Maintaining freight mobility throughout the city, and to and on commercial and industrial properties in no less efficient a way as prior to the construction of the monorail.
   - Maintaining safe, visible access for business and residential uses along the corridor.
   - Preserving on-street parking along the corridor (between stations) to serve existing businesses and other uses.

B. Transit Access and Circulation

1. *Design the guideway and system elements to support and, where possible, improve the visibility and viability of present and future transit connections and operations. This may be done by:*
   - Maintaining or improving transit mobility and operations within the street right-of-way.
   - Ensuring that transit stops are visible and not obscured by columns or other monorail system elements.
   - Maximizing the potential of the guideway and system elements to support intermodal connections; such as using the guideway to create weather-protected areas for transit stops or for pedestrian routes to transit stops, and creating larger passenger waiting areas and/or bulbed-out bus stops in sidewalk areas.

C. Pedestrian and Cyclist Access and Circulation

1. *Design the guideway and system elements to support and, where possible, improve the pedestrian environment and bicycle access. This may be done by:*
   - Creating a safe environment for pedestrians and cyclists, using the monorail system elements to improve safety where possible, including providing consistent and predictable treatment of pedestrian crossings throughout the system to reinforce safe street-crossing practices.
   - Ensuring adequate space for pedestrians on sidewalks and pathways for current conditions and for likely future pedestrian movements.
   - Ensuring adequate space for bicycles on streets, bike lanes and pathways for current conditions and for likely future bicycle volumes.
   - Making improvements to traffic signals and timing/phasing as needed, and add pedestrian safety devices at intersections where warranted.
   - Ensuring comfortable and safe pedestrian access to building entrances, bus stop locations and bus shelters
   - Designing system elements creatively to enhance the pedestrian realm, for example, by creating protected or weather protected areas that serve as outdoor "rooms," or by using columns to protect pedestrians from traffic.

- Maximizing accessibility for persons with disabilities in pedestrian environments along the monorail corridor; including carefully locating street furniture, providing audible/assessable pedestrian signals, and meeting or exceeding universal accessibility guidelines and standards wherever possible.
- Using the monorail corridor as an opportunity to create dedicated bicycle lanes or paths.

III. Streetscape Design

A. Corridor Landscaping

1. *Use landscape elements generously throughout the Monorail corridor to integrate the monorail into its various contexts and contribute to its identity and success as a positive civic element for Seattle. This may be done by:*
   - Designing landscaping that has an identity as part of the larger monorail corridor, but within that overall language responds to and enhances the individual places through which the monorail travels.
   - Maximizing the planting potential of the available space, in accordance with City policy regarding tree selection and spacing; requiring trees wherever they can be planted without compromising function and safety along the corridor.
   - Ensuring a year-round presence through evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.
   - Planting landscape elements that are mature enough to integrate the guideway at the outset of the project (e.g. a minimum caliper tree).
   - Integrating plant materials with landscaping on adjacent private property, either existing or as required under development standards for future development.
   - Minimizing the removal of existing significant trees and retaining significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. Replace any and all distinctive or character-giving vegetation that must be removed with new plantings of a similar type and/or size.

2. *Ensure long-term health and attractiveness of the landscape. This may be done by:*
   - Using landscape materials that are easily maintained, drought-tolerant, and can withstand local conditions.
   - Creating primarily permeable surfaces in the area below the guideway, wherever it is not used as a sidewalk or travel way.
   - Ensuring sufficient light, soil volumes, and moisture in all planting areas for healthy and vigorous plant growth. Do not propose planting where these conditions cannot be met.
   - Providing adequate water to ensure health and vigor of newly installed material until established to the satisfaction of the City Arborist.
   - Designing a system to capture storm water from the monorail structure or from adjacent structures to use in providing supplemental water to plant materials.
   - Using drought-tolerant and low maintenance materials with an emphasis on native Northwest plants as a first choice.
   - Incorporating other principles of sustainability in landscape design.

B. Public Art

1. *Incorporate art and/or an artistic approach or expression in the guideway, system components, and corridor as well as in the stations and station areas in order to contribute to a sense of place and to the specific physical and cultural attributes of each context. This may be done by:*
   - Encouraging artistic expression in detailing, materials, and lighting of the guideway and system components, especially using art to reduce the scale of the system components in sensitive contexts.

C. Corridor Amenities

1. *Provide and coordinate amenities throughout the corridor, as appropriate to the needs of pedestrians within each corridor setting. This may be done by:*
   - Providing street furnishings as part of the design language of the guideway and system elements, coordinated as individual elements and compatible with the aesthetic of the system.
   - Locating street furniture and other amenities such that passenger waiting areas at bus stops are improved rather than diminished by reduced space or interference with bus operations.
   - Integrating system elements and street furnishings with the guideway to avoid them appearing as "afterthoughts" that detract from the simplicity and elegance of the system.
   - Including seating, trash receptacles, street lights, paving materials, signage, and landscaping as appropriate.

2. *Use lighting along the corridor to create a safe environment, and where appropriate, to create a sense of place and for artistic expression. This may be done by:*
   - Designing the lighting along the corridor to balance the system-wide character of lighting with the local conditions and needs.
   - Adding visual interest to the system elements through lighting and incorporating lighting into the design of the system overall.
   - Employing lighting designs that use a high level of energy efficiency.
   - Using neighborhood goals (as defined by neighborhood plans) to inform lighting design—reinforcing gateways and protecting adjacent uses, particularly residences, from glare due to train and other system lights.
   - Limiting accent lighting that creates ambient light to highly visible locations such as adjacent buildings of historic or architectural value.
   - Considering the varying needs and abilities of persons with visual impairments in lighting design.

D. Spaces Under the Guideway

1. *Ensure that spaces under the guideway are safe and attractive, providing opportunities for functional space where appropriate. This may be done by:*
   - In locations where pedestrians are expected to use them, designing areas under the guideway as attractive outdoor space; with attention given to the underside of the guideway, to maintainability, to personal safety, weather protection and an attractive pedestrian-scale character.
   - Developing urban paths underneath guideways where feasible and envisioned by neighborhood plans and/or desired by community members.

E. Corridor Signage/Wayfinding

1. *Coordinate signage and wayfinding for the monorail with other City signage systems. This may be done by:*
   - Coordinating all street and monorail-related signage, and introducing interpretive signage or other wayfinding elements where needed.
   - Providing sufficient signage and wayfinding so that people can locate public facilities and destinations along and adjacent to the corridor.
   - Taking advantage of the visibility of the guideway itself to help people locate monorail and other transit stations.

F. Utilities

1. *Coordinate the design of the vertical elements that will serve the corridor, including street lights, utility poles, and the columns. This may be done by:*
   - Having poles serve multiple uses in order to minimize visual clutter and/or undergrounding utilities where possible, without compromising the desired elegance, simplicity, and clarity of the guideway and monorail system overall.

IV. Additional Corridor Guidelines by Typology

A. Urban Core Corridor

1. *Guideway*: Ensure that the guideway and system element design are compatible with the scale, character and quality of downtown, paying careful attention to the quality of the pedestrian area and minimizing impacts on the existing streetscapes and buildings.
2. *Columns*: Create a legible rhythm of columns that relates to the grid of downtown blocks and streets. Locate columns to support the arrangement of the pedestrian area into merchant zone, pedestrian through-route and an amenity zone at the street.
3. *Pedestrian access and circulation*: The pedestrian environment is critical to a vibrant downtown. The guideway and its components must be located so that adequate space is available for pedestrians, especially near bus stops. Balance needs for parking, bicycle lanes, pedestrian space and vehicle space that best supports the health of the urban core.
4. *Street improvements*: Streetscape quality is critical to integration of the monorail into the urban core. A full range of amenities, coordinated with the design of the system components, is necessary to create a welcoming pedestrian environment.
5. *Landscaping*: Street trees are key to integrating the guideway into the urban environment because they are of the same scale as the monorail system. Design the landscape to soften the columns and guideway in perspective view down the monorail streets in the city center. Design the landscape to recognize the pedestrian nature of the entire corridor in the urban core, to ensure the highest quality urban environment.

B. Transportation Corridor

1. *Guideway*: Design the guideway and related elements at the scale appropriate to drivers as well as pedestrians, allowing for visibility and access to auto-oriented uses, and consider future flexibility for likely development patterns. Also use the guideway design to assist in the gradual transition from auto-oriented areas to a more pedestrian-scale environment through changes in guideway height (where technically feasible), column proportion and level of detailing.
2. *Pedestrian access and circulation*: To the extent possible, use the location and design of the guideway and other elements to support the future potential of pedestrian comfort and safety along arterials. For example, locate columns to buffer pedestrians from arterial traffic.
3. *Street improvements*: Design streetscape elements to be in scale with the vehicular corridor and to support the pedestrian environment wherever it currently exists, and may develop in the future. Use larger scale elements such as landscaping and lighting to read at a larger scale, while adding a finer scale of streetscape elements to support developing pedestrian environments.

C. Industrial Corridor

1. *Columns*: Minimize impact on functionality of industrial uses such as truck access, loading and movement near columns.
2. *Vehicular access and circulation*: Freight mobility and flexibility for industrial uses on private property are the highest priority for access. The design and location of the system elements should support pedestrian safety, and pedestrian safety devices should be added as required in order to support the co-existence of pedestrians and industrial activities.
3. *Street improvements*: Design streetscape elements to be legible from passing vehicles and secondarily to support the pedestrian environment as appropriate. Use larger scale elements to read at a larger scale.

D. Neighborhood Corridor

1. *Guideway*: Compatibility between the guideway and pedestrian-scale of neighborhood center is critical to supporting these centers and their primary retail streets. Attention to detail, quality of materials and craftsmanship should be of a high caliber in keeping with existing development and supportive of the character of development envisioned in applicable neighborhood plans.
2. *Columns*: Within retail/commercial areas, locate columns to support the arrangement of the pedestrian area into merchant zone, pedestrian through-route and an amenity zone at the street.
3. *System elements*: Make every effort to creatively integrate turnbacks and tailtracks into the scale of Neighborhood Corridors. Consider designing them to read as buildings, or gateways, or habitable covered open space rather than as simply transportation infrastructure.
4. *Pedestrian access and circulation*: The pedestrian environment is critical to healthy neighborhood centers. The guideway and its components should be located so that adequate comfortable and safe space is available for pedestrians, especially near bus stops. Balance needs for parking, bicycle lanes, pedestrian space and vehicle space that best supports the health of the neighborhood center.
5. *Landscaping*: Street trees are key to integrating the guideway into the neighborhood corridor because they are of the same scale as the monorail system. Design the landscape to blend the landscape and structure into a cohesive whole, with the columns and guideway in perspective view down the monorail streets in the neighborhood corridor. Design the landscape to read also at the intimate pedestrian scale to ensure the highest quality neighborhood environment.

E. Seattle Center

1. *Guideway*: If an alignment is selected that crosses the Seattle Center campus, it should be light and elegant with crisp forms silhouetted against the sky and appear as a graceful line above the landscape. The system elements should reflect the simple and graceful design and detailing of the Seattle Center's original architectural elements. If it passes through the International Fountain Mall, the curving linear form of the monorail should be consciously separate from the rectilinear form of the Mall, lifted above the buildings and free of the grid on the ground. This appearance of "floating" can best be achieved by lifting the alignment as high as possible above the ground, so that sky is visible below the monorail track in as many places as possible. The visual emphasis of the monorail guideway should be on the horizontal, but the monorail beam should be light and thin in appearance, utilizing changes in form or color to reduce the apparent depth of the beam.
2. *Columns*: The columns that support the monorail should be slender, elegant, and simple in form, appearing to touch the ground lightly, with vertical articulation that further reduces their apparent width. Columns and guideway should be light in color in order to be most compatible with the white vertical elements of the original Seattle Center architecture. Great care should be taken in locating columns so as not to interrupt views into the International Fountain Mall from the Theater Commons, Founder's Court or the new outdoor space west of McCaw

Hall. Important views can be framed or enhanced by column placement. The columns should be a background piece, essentially design neutral, able to fit with the variety of forms and site conditions to be encountered at Seattle Center. The shape of the columns should not create awkward relationships when adjacent to other objects. Optimize the trade-offs of the benefits of a higher guideway with the desire for slender columns.

3. *Switches and system elements*: Do not locate switches in any of the public open spaces of the Seattle Center campus. If switches are required in this segment, they should be located in service areas and designed so that the character of the context is not diminished. If other system elements are necessary on the Seattle Center grounds, locate them outside of pedestrian areas, and use landscape or other screening generously to preserve and enhance the campus.
4. *Pedestrian access and circulation*: The pedestrian environment is critical to a vibrant Seattle Center. The guideway and its components must be located so that safe, usable and comfortable space is available for pedestrians, especially during events. The system must be located in order to allow required fire and emergency access on the grounds.
5. *Streetscape, open space, and landscaping*: The monorail will pass through a variety of contexts within the Seattle Center campus. The quality of the ground plane and landscape in the pedestrian areas of the campus is critical to the Seattle Center. Integrate the monorail into the Seattle Center with generous landscaping and high quality materials, including paving.

F. Bridges

1. *Guideway*: Transitions to and from bridges should be uniform in grade, alignment and form to result in a visually consistent and elegant structure. Make use of the potential drama of the bridge spans where this will further goals of the adjacent neighborhoods as described in neighborhood plans.
2. *Columns*: Design gradual transitions to and from the bridges with a consistent rhythm of columns. The location of the columns for the bridges and waterways should be located and designed to have the least possible impact on the adjacent vehicular and maritime uses. Incorporate detailing to reflect the aquatic and maritime context.

Design Guidelines for Monorail Stations

I. Site Planning and Architecture

A. Site and Context Responsiveness

1. *Respond to site conditions and opportunities in the size, proportion, form, and scale of the station. This may be done by:*
   - Using specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation, and views or other natural features to create excellent designs.
   - Creating a positive relationship with adjacent existing structures by referencing or linking the station through entryway placements, decorative elements and materials, or use of strong horizontal treatment at the height of surrounding buildings.
   - Using the station walls and features to shape the public realm and streetfront in a way that enhances the pedestrian environment and street activity, including reinforcing the existing streetscape where it is currently beloved and considered successful by community members.
   - Where applicable, orienting stations that are sited on corner lots to the corner and public street fronts, with service parking and vehicular access located away from the corner.
   - Maximizing use of natural daylight and orientation to sun.
   - Protecting designated public views and minimizing impacts to private views where possible.

2. *Provide a transition between the station and adjacent development in height, bulk, scale, and detailing. This may be done by:*
   - Siting and designing stations to provide as sensitive a transition as possible to nearby, less-intensive land use zones, with particular attention to zone edges.
   - Locating less intensive uses next to adjacent properties.
   - Minimizing disruption to the privacy and outdoor activities of residents in adjacent buildings by limiting views into adjacent properties, and stepping the station back from the property edge or otherwise facing public activity zones away from private residences.

3. *Ensure that Transit Power Substations, Signal/Communications buildings, and other systems structures and equipment are seamlessly integrated into the design of the station and streetscape, and appropriately scaled and detailed to be an asset to the station and surrounding neighborhood. This may be done by:*
   - Siting and designing systems structures to be functional but unobtrusive, and compatible with the overall station design, intended future uses of adjacent properties, and the neighborhood as a whole.
   - Consolidating system structures within the footprint and massing of the stationhouse as much as possible.
   - Detailing wall surfaces to be pedestrian-oriented and human-scaled in terms of materials used, artwork, landscaping, screening, and other treatments.
   - Using these structures creatively to provide other amenities, such as a backdrop for bench seating, a place for artwork, or part of bicycle storage.

4. *Site and design the station and platform such that it enhances the viability of adjacent parcels (and the remainder of the station parcel as applicable) for future development. This may be done by:*
   - Incorporating offsite functions and features adjacent to stations as appropriate, such as existing paths, open space, and landscaping.

- Preserving development potential, including sunlight and street visibility to adjacent development parcels, giving serious consideration to the development parameters of adjacent developable property, including site configuration and the need for access and parking.
- For stations that displace an existing structure larger than the size of the station footprint, creating a plan that encompasses the entire site.
- Understanding the potential future use of sites being purchased for stations and construction staging in order to determine how best to use the site for the monorail project to maximize future development potential and public benefit of remaining land.

B. Architectural Design and Fit with Program

1. *Express the function and program of the station through station design elements, details, and massing. This may be done by:*
   - Using station design elements, details, and massing to create a well-proportioned and unified form that both expresses the functions within and fully accommodates the architectural program.
   - Designing for multiple functions of the public spaces over time of day, week and annually.
   - Exhibiting a balance between the "elements of continuity"—expressing the station as one part of the monorail system—and "elements of distinction"—lending uniqueness to each station as a reflection of its neighborhood context.
   - Encouraging social and community interaction through the relationships between functions; seating edges adjacent to the pedestrian circulation; programming for community activities; artwork; and interactive media and video monitors.
   - Maximizing the transparency of stations as much as possible to activate the stations and related streetscape.
   - Emphasize human scale features, elements, and details at the station and related pedestrian areas.

2. *Ensure that station entrance(s) are visible and inviting from primary pedestrian routes and destinations, bus stops, and other public transportation facilities. This may be done by:*
   - Placing the entrance(s) in visually prominent locations.
   - Using the form and siting of the building—as well as landscaping, wayfinding elements, and/or special paving treatment—to mark the entrance to the station.
   - Where pedestrians are accessing the station from multiple directions, ensuring there are visual cues to direct the pedestrian beyond the edge of the station to the actual entrance to the fare-paid zone.
   - Ensuring visible and accessible connections to the elevators and stairs leading pedestrians to the overhead platform, including connections to existing sidewalks (where they exist).

3. *Include amenities at each station to facilitate use of the monorail and accommodate the needs of passengers arriving or departing, and other uses of the public spaces. Examples of amenities include:*
   - Adequate seating, both in and outside the fare paid zone
   - Public restrooms
   - Pedestrian-scale lighting in all areas where passengers may be waiting or boarding the train
   - Public art
   - Phone (on or near platform) and/or security access
   - Waste receptacles (including cigarette receptacles at station entrances)
   - Clocks
   - Information display cases or kiosks including newspaper racks
   - Weather protection—canopies and windbreaks

- Trees and landscaping (see detailed design guidelines)
- Accommodation for street musicians and performers
- Water and electrical power for use by potential street vendors

4. *Avoid creating blank building or retaining walls at stations; where walls are unavoidable or cannot be transparent for large areas, provide detailed design treatment to increase pedestrian comfort and interest. This may be done by:*
   - Including wall surface treatment, street trees, drop lighting on buildings, awnings/canopies, benches, and planters to detail the wall to a human scale.
   - Incorporating information boards onto walls for the community in addition to monorail and transit information.
   - Terracing and landscaping retaining walls

5. *Provide overhead weather protection for both passengers and other pedestrians using the station area. This may be done by:*
   - Where applicable, continuing the weather protection already provided on nearby buildings.
   - Illuminating the underside of the platform or weather protected area if an opaque material is used.
   - Designing the weather protection to a height and depth that is a comfortable scale for pedestrians and provides sufficient protection from rainfall.

6. *Use simple, easily maintained and well-crafted materials for the station finishes. This may be done by:*
   - Selecting quality materials that tolerate heavy use in high-traffic areas, age and weather well, are durable, and vandal resistant.
   - Developing a palette of finish materials that work together in a coherent and harmonious manner, relate to the station context, and exhibit human-scale at the street level. Include a variety of color and texture within the palette.

7. *Enhance personal safety and security within and around the station. This can be done by:*
   - Providing adequate lighting.
   - Retaining clear lines of sight throughout public spaces.
   - Using semi-transparent materials instead of opaque or blank walls.
   - Providing clear directional signage and natural surveillance—or "eyes on the street"—through the placement of windows, balconies, and street-level uses.
   - Carefully selecting and placing plant materials to avoid creating hiding places for criminal activity.
   - Using video monitoring, providing security phones, and/or having staff on-site at stations during all hours of operation.

C. Station Landscaping

1. *Use landscaping to provide identity to the station and guideway, as an element of wayfinding, and to complement existing streetscape and/or street tree plantings adjacent to the station. This may be done by:*
   - As a first priority, providing trees for maximum benefit from landscaping. Where trees cannot be accommodated but planting is desired, provide low maintenance shrubs and/or groundcover within the station area.
   - Integrating station landscaping with landscaping on adjacent private property; either existing, as required for current projects with issued permits, or under development standards for future development.

- Designing station and street landscaping jointly, in order to create a landscape design that is compatible and greater than the sum of its parts.
- Using landscaping to screen utility areas or views into adjacent properties, provide shading, emphasize entries, and/or reinforce neighborhood character.
- Using landscape materials that are easily maintained and drought-tolerant, with an emphasis on providing year-round presence through the use of evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.

D. Sustainability

1. *Maximize environmental benefits and long-term investment benefits through sustainable practices and use of a "whole building" design approach. This may be done by:*
   - Reducing demands on potable water requirements.
   - Using porous pavement where possible and technically feasible.
   - Maximizing quantity and quality of landscape, considering all surfaces as opportunities for vegetation to reduce urban heat island and manage rainwater runoff.
   - Considering native Northwest plants to help create habitat and using drought tolerant plants as much as possible.
   - Siting, orienting and configuring the stations to take advantage of daylighting, exterior views, and natural ventilation.
   - Siting the stations and design facades and roofs to respond to the sun. Consider distinct north, south, east, and west facades based on solar impacts, passive solar gain and control.
   - Providing shading devices where appropriate.
   - Using affordable renewable energy sources where appropriate.
   - Using life-cycle assessment data as part of the materials selection process.
   - Using local materials whenever possible.
   - Using low toxicity materials and minimize finish coatings where possible.
   - Using sustainably certified wood where possible.

II. Streetscape and Public Realm

A. Street improvements

1. *Contribute to a high-quality street environment adjacent to monorail facilities. This may be done by:*
   - Providing quality street improvements, furnishings, and other amenities that are complementary to, and supportive of, the monorail station, intermodal connections including bus operations, and neighborhood plans goals.
   - Designing the station and streetscape to facilitate human activity, thereby making the street livelier and safer.
   - Using the area beneath the guideway and/or platform as space to site and organize street furniture, signage, transit shelters, vending machines, and landscaping.
   - Where applicable, coordinating the design and construction of these improvements with existing capital projects and plans to leverage the benefits provided by each project.

2. *Provide landscaping to complement existing streetscape and/or street tree plantings adjacent to the station. This may be done by:*
   - Maximizing the planting potential of the available space, in accordance with City policy regarding tree selection, spacing, and care; 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.

- Minimizing the removal of existing significant trees and retaining significant vegetation wherever possible, particularly where impacts are temporary such as removal of vegetation for construction staging. Replace any and all distinctive or character-giving vegetation that must be removed with new plantings of a similar type and/or size.
- Designing landscaping to respond to and enhance the individual places at each station while still being part of the identity of the monorail corridor as a whole.
- Integrating with landscaping on adjacent private property, either existing or as required under development standards for future development.
- Ensuring a year-round presence through evergreen species or deciduous species with seasonal variation in leaf color and attractive branching habit.

3. *Ensure long-term health and attractiveness of the landscape. This may be done by:*
   - Using landscape materials that are easily maintained, drought-tolerant, and can withstand local conditions.
   - Ensuring sufficient light, soil volumes, and moisture in all planting areas for healthy and vigorous plant growth. Do not propose planting where these conditions cannot be met.
   - Providing adequate water to ensure health and vigor of newly installed material until established to the satisfaction of the City Arborist.
   - Designing a system to capture storm water from the monorail structure or from adjacent structures to use in providing supplemental water to plant materials.
   - Using drought-tolerant and low maintenance materials with an emphasis on native Northwest plants as a first choice.
   - Incorporating other principles of sustainability in landscape design.

4. *Illuminate the station and related street envelope and its activities to provide a safe and attractive environment. This may be done by:*
   - Improving pedestrian lighting in general at and around stations.
   - 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, and sidewalks.
   - Using light in an artistic manner, integrated with the art at the station.
   - Using neighborhood goals as defined by neighborhood plans to inform the lighting design; such as reinforcing gateways through lighting and protecting businesses and residences from glare.
   - Considering the varying needs and abilities of persons with visual impairments in lighting design.
   - Use Crime Prevention Through Environmental Design (CPTED) guidelines to establish visibility and lighting parameters.

B. Open Space/Public Plazas

1. *Provide open space and/or public plazas outside the fare-paid zone that are welcoming, comfortable, safe, and complementary to adjacent uses. This may be done by:*
   - Creating inviting public open space at every station where there is opportunity to do so.
   - Locating public spaces intended for high occupancy in areas that have sun access at the corresponding time of day when use is expected.
   - Designing spaces with careful attention to lighting, paving materials, sightlines, sun and wind orientation, and landscaping.

- Including public art sited within the spaces and/or developing the open spaces as artworks in themselves.
- Providing clear and graceful transitions between public spaces for all users and the fare-paid zone for monorail passengers.
- Where applicable, coordinating design with other adjacent or nearby places where people gather including parks, plazas, and bus stops.

2. Include public art that is sited in highly visible and prominent locations. This may be done by:

- Incorporating art into the functional elements of the station and/or streetscape.
- Considering artwork that thematically spans one or more stations, creating visual relationships between those stations.
- Developing artwork in collaboration with other entities such as local arts councils and community organizations.

III. Access and Connections

A. Pedestrian Access and Circulation

1. Provide comfortable, safe, and functional pedestrian circulation to, in, and around stations. This may be done by:

- Ensuring that circulation paths, gathering areas, and elevators/stairs/escalators are sized to accommodate expected ridership and other pedestrian traffic (based on peak ridership), including the flexibility to allow for reorganization in the future to accommodate greater/changed pedestrian activity. Pay particular attention to corners where pedestrian flows converge and people gather.
- Providing clear connections to the station from adjacent sidewalks and across streets to/from adjoining bus stops and communities via safe and attractive crossings and waiting areas (corner or midblock).
- Providing consistent and predictable treatment of pedestrian crossings throughout the system to reinforce safe street crossing practices.
- Making improvements to intersection channelization, traffic signals and timing/phasing as needed.
- Including different surface materials and/or a change in furnishings such as paving patterns, color, signage, landscaping, bollards, lighting or seating that extend across the street to mark pedestrian routes to differentiate pedestrian areas from driveways, and loading or service access and zones.
- Minimizing conflicts between pedestrians, cyclists, and vehicles of all kinds at and around stations, including locating any service parking (for systems structures, substations) such that it does not conflict with or impede pedestrian and multi-modal access to the station.
- Providing connections to neighborhood trail systems where consistent with local access plans and neighborhood plans.
- Encouraging people to use station stairs through careful siting, generous proportions, and accentuating views to the surrounding environs.
- Accommodating persons with disabilities in all aspects of station and streetscape design.

B. Transit Facilities and Connections

1. Provide clear and safe connections for passengers transferring between monorail, buses, and other transit modes. This may be done by:

- Designing the stations to be as integral as physically possible with bus stops and other transit modes.
- Ensuring easy, barrier-free access for all in the connections between the monorail and other transit facilities, along with wayfinding for the visually impaired.

- Providing information on bus, train, and ferry routes and schedules as applicable alongside monorail schedules and information to support multi-modal transportation.
- Coordinating any relocation, improvement, and design of bus stops with monorail station design and general street improvements to provide attractive and convenient facilities for passengers outside the one-half mile walking distance to stations.
- Where existing bus stops are being relocated, ensure they are as close as possible to station entrances.
- Coordinating the location of bus layover zones consistent with bus service plans and convenient to passengers. Incorporate off-street layover and intermodal facilities into station sites where agreed upon by the City, SMP, and Metro.

C. Bicycle Access and Parking/Storage

1. *Provide access to the station for cyclists and otherwise encourage cyclists to use the monorail. This may be done by:*
   - Focusing on connections from established/known bike routes, including improvements to facilitate safe bicycle movements.
   - Providing bicycle parking and storage facilities in close proximity to station entrances that are secure, visible, and convenient while not in conflict with the primary flow of pedestrians.
   - Providing trail information clearly at each station, alongside Monorail rules and procedures for bringing bicycles onto trains.
   - Developing a plan to accommodate anticipated future demand for bicycle parking either on- or off-site.

D. Vehicular Circulation and Parking

1. *Traffic circulation around stations should be maintained for all users, balancing the needs of vehicles of all kinds—buses, trucks, cars, service vehicles, and emergency vehicles—with pedestrians and cyclists and monorail system requirements. This may be done by:*
   - Minimizing conflicts between vehicles of all kinds—buses, trucks, cars, light rail, and emergency vehicles—and pedestrians, with clear demarcation of pedestrian zones and priority given to pedestrians and buses at the intersections nearest each station.
   - Implementing safety measures in locations where vehicle, bicycle and pedestrian movements intersect.

2. *Provide drop-off/pick-up zones for paratransit, taxis, and private vehicles located conveniently to station entrance(s) without creating undue traffic and circulation impacts to pedestrians, transit, or to adjacent uses. This may be done by:*
   - Directing drop-off activity to one or more 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.
   - Ensuring that drop-off/pick-up zones are within easy access and clear sight of the station entrance.
   - Developing taxicab zones where feasible at stations expected to generate significant taxi usage.

3. *Discourage parking at the station or on adjacent streets. This may be done by:*
   - Designing the station such that pedestrians and passengers transferring from buses are granted the most convenient access to the station entrance.
   - Establishing clear drop-off/pick-up zones.
   - Developing parking management plans in conjunction with adjacent neighborhoods to address potential hide and ride parking.

E. Signage and Wayfinding

1. *Provide clear, coordinated, and appropriately scaled wayfinding and signage along principal pedestrian routes within a one-half mile of the station. This may be done by:*
   - Coordinating all street and monorail-related signage, and introduce interpretive signage or other wayfinding elements as desired.
   - Using signage to direct passengers to key destinations within the vicinity of each station.
   - Using views of prominent landscape features, landforms, and/or manmade structures to orient pedestrians and enhance wayfinding; e.g. Elliott Bay, the Olympics, Salmon Bay, Delridge, Space Needle, and city skyline.
   - Using a multi-faceted wayfinding system to assist persons with visual or cognitive disabilities.

III. Additional Station Guidelines by Typology

A. Urban Center Stations

1. *Visibility of Entrances:* Where there are opportunities to incorporate urban core stations into adjacent development or jointly develop a station site, ensure clear visibility of station entrances with particular attention to differentiating the public station entrance(s) from private entrances.
2. *Systems Structures:* In locations where space is limited and/or pedestrian activity is heavy, incorporate systems structure and related service access into the stationhouse, adjacent development, or underground in order to preserve open space for pedestrian use, particularly at the station streetfront.
3. *Lighting:* Use lighting fixtures and wayfinding systems, from among those approved and already in use in the downtown core in order to integrate the monorail into the larger context of urban street furnishings.
4. *Open Space/Public Plazas:* Create public open space at the stations that complement nearby public spaces and facilities, and do not duplicate or otherwise detract from those spaces and facilities. Consider cooperative or joint use of facilities where this would enhance both the monorail and the existing amenity.
5. *Drop-off/Pick-up Zones:* Due to competition for limited curb space in the urban core, prioritize station street frontage for transit, with dedicated zones for drop-off and pick-up only provided as space is available.

B. Urban Village Stations

1. *Site and Context Responsiveness:* For new or emerging town centers, reinforce an orientation toward pedestrian-friendly and higher density development through the character of station design Where the town center includes a "mixed" architectural character, selectively respond to existing character in order to build upon the best examples while not perpetuating the lesser ones. Build upon successful window proportions, entryway placements, decorative elements, and materials to continue an appropriate pattern. Seize opportunities to reflect neighborhood character in the design of the station.
2. *Height, Bulk, and Scale:* Consider additional refinements beyond required setbacks in transitions in height, bulk, and scale at zone edges in order to carefully integrate the monorail with adjacent development. Use modulation, color, texture, entries, materials, cornice lines, or other features to break the station façade into sections and character consistent with the desired town center context and character.
3. *Architectural Design and Fit with Program:* Use station architecture to set a standard of quality and identity for new or still developing town centers. Include space for the development of retail or commercial uses serving passengers and community members wherever possible and consistent with neighborhood plan goals.
4. *Visibility of Entrances:* Ensure that the entrance is visible from the directions from which pedestrians are expected to approach. In order to optimize access, the station may warrant more than one entrance based on pedestrian travel routes, size of blocks (and related walking distance length), and site configuration.

5. *Station Amenities:* Include a higher level of amenities for these stations than others; e.g. water fountain, restroom, clock.
6. *Station as Gateway:* Where desired by the community, the station should serve as a "gateway" to the surrounding community, using public art, lighting, distinctive materials, and other urban design features to establish the gateway. If appropriate and desired by the community, use the height of the station architecture to create a "landmark" or identifiable feature for the neighborhood. Preserve views into the community at or through the station. Corner locations can be particularly effective as gateway opportunities.
7. *Open Space:* Include public plaza/open space as part of the station program in order to contribute to the town center apart from the station's function as a transportation facility.
8. *Pedestrian Access and Circulation:* Use station-related pedestrian access and circulation as an opportunity to support pedestrian activity at the street level as a priority. Assist in creating lively streetfronts through pedestrian activity to and from the station, that ultimately helps to create a larger pedestrian network of sidewalks, paths, crossings, and building entries within the town center. Incorporate walkways that encourage movement through the site to the surrounding area.

C. Residential Urban Village Stations

1. *Architectural Design and Fit with Program:* Include space for the development of retail or commercial uses serving commuters wherever possible.
2. *Amenitics:* Provide a range of amenities tailored to the needs of commuters; including overhead weather protection to accommodate peak loads of commuters, readerboards or other "realtime" information to provide commuters with up-to-date data on upcoming trains, and space onsite or for vendor carts providing commuter-related goods and services.
3. *Pedestrian Access and Circulation:* Provide clear pedestrian paths to and from the station and major destinations, including adequate space to accommodate surges of pedestrians during commute times. Consider adjusting crosswalk timing to extend crossing times as needed at these times

D. Multi-Modal Hub Stations

1. *Visibility of Entrances:* Ideally, entrances to each transit mode should be visible from the other in order to facilitate seamless pedestrian movement between transit modes. Where this is not possible, signage and wayfinding is critical to connecting people to modes and destinations.
2. *Station Amenities:* Include a greater range of amenities suited to passengers transferring between transit modes and possibly traveling longer distances and/or experiencing wait times between modes. Amenities may include phones; vendor space for newspapers/magazines, coffee, shoe repair/shine, other personal services; computer hook-ups; lockers; extra seating; and restrooms. Provide continuous weather protection between transit modes.
3. *Pedestrian Access and Circulation:* Ensure that paths are as clear and direct as possible from one mode to the next. Where passengers must walk longer distances and/or experience a change in grade, strive to make the walk as clear, interesting, and pleasant as possible in order to minimize the impression of inconvenience or confusion. Provide enough space to accommodate expected peak passenger loads and transfers.
4. *Pick-up/Drop-off Zones:* Anticipate a higher level of pick-up/drop-off activity at multi-modal stations and plan the station area accordingly. Ensure that these zones do not conflict with major pedestrian corridors in order to keep those areas as free-flowing as possible.
5. *Wayfinding:* Provide clear and coordinated wayfinding to and from each transit mode/station, including a higher level of information about trip planning and destinations than is provided at other stations. Provide information about all modes at each station/transit entry in order to ensure that passengers have the ability to know in advance when their connection can be made (before walking to the next mode).

Cheryl Sizov/cs
monorail ordinance
March 9, 2004
version #2

ORDINANCE _____

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

WHEREAS, in September 2003, the City Council passed Ordinance 121278, which provides for a permitting and approval system for monorail transit facilities that may be proposed by a city transportation authority such as the Seattle Popular Monorail Authority (commonly known as the "Seattle Monorail Project"); and

WHEREAS, Resolution 30629 states that the Council anticipates that the Monorail Review Panel will work with the SMP to develop design guidelines for Council adoption; and

WHEREAS, Ordinance 121278 states that the City of Seattle will use monorail transit system-specific design guidelines when reviewing applications for approval of monorail transit facilities; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City Council approves monorail transit system design guidelines, attached as Exhibit A, for use by the Department of Planning and Development and the Department of Transportation, pursuant to the authority of those departments under Ordinance 121278, in reviewing applications for approval of monorail transit facilities.

Section 2. The Directors of Planning and Development and Transportation are authorized to create user's guides, client assistance memoranda and/or other material describing

ACTING CITY CLERK

and illustrating the administration and application of the monorail transit system design guidelines.

Section 3. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____day of _____, 2004, and signed by me in open session in authentication of its passage this _____ day of _____ _____, 2004.

_____
President _____of the City Council

Approved by me this ____ day of _____, 2004.

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2004.

_____
City Clerk

(Seal)

Exhibit A: Integrating the Monorail Design Guidelines

ACTING CITY CLERK

STATE OF WASHINGTON – KING COUNTY

--ss.

171736 No. ORDINANCE IN FULL
CITY OF SEATTLE,CLERKS OFFICE

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:121446 ORD IN FULL

was published on

5/6/2004

Subscribed and sworn to before me on

5/6/2004

Notary public for the State of Washington,
residing in Seattle

JENNIFER A. PATZER
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
OCT. 24, 2006

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

State of Washington, King County

City of Seattle

ORDINANCE 121446

AN ORDINANCE relating to land use and zoning; approving monorail transit system design guidelines for the review of monorail transit facilities.

WHEREAS, in September 2003, the City Council passed Ordinance 121278, which provides for a permitting and approval system for monorail transit facilities that may be proposed by a city transportation authority such as the Seattle Popular Monorail Authority (commonly known as the Seattle Monorail Project or SMP); and

WHEREAS, Resolution 30629 states that the Council anticipates that the Monorail Review Panel (MRP) will work with the SMP to develop design guidelines for Council adoption; and

WHEREAS, Ordinance 121278 states that the City of Seattle will use monorail transit system-specific design guidelines when reviewing applications for approval of monorail transit facilities; and

WHEREAS, the Council held joint public workshops with the Executive to review the Executive's February 23, 2004 draft Monorail Transit System Design Guidelines; and

WHEREAS, the Council held a public hearing on the Executive's March 19, 2004 proposed Monorail Transit System Design Guidelines and considered comments received orally and in writing; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 2nd Quarter 2004 illustrations to elaborate on and provide examples showing how the systemwide design guidelines in Exhibit A may be applied; and

WHEREAS, the Council finds that the location-specific (e.g., "typology") guidelines proposed by the SMP and the Executive are a good starting point, but that further work is needed to make such guidelines more useful by better addressing, by way of example, such things as site planning, plazas and open space, station architecture, streetscape improvements, and pedestrian access and circulation; and

WHEREAS, the Council finds that the further development of location-specific guidelines will benefit from further integration with ongoing work by the Department of Planning and Development on station area plans and the first review of station designs by the MRP; and

WHEREAS, the Council intends for the Executive to prepare for Council review and approval by end of 1st Quarter 2005 additional location-specific guidelines, and location-specific illustrations (as needed); NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City Council approves monorail transit system design guidelines, attached as Exhibit A, for use by the Department of Planning and Development and the Department of Transportation, pursuant to the authority of those departments under Ordinance 121278, in reviewing applications for approval of monorail transit facilities.

Section 2. The Directors of Planning and Development, and Transportation, are authorized to create user's guides, client assistance memoranda and/or other material describing the administration and application of the monorail transit system design guidelines.

Section 3. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 4. In approving these systemwide guidelines, the City requests that SMP provide the Design-Build-Operate-Maintain contract proposers with these guidelines so they may consider them as they prepare their proposals for submittal to the SMP.

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 19th day of April, 2004, and signed by me in open session in authentication of its passage this 19th day of April, 2004.

Jan Drago

President of the City Council

Approved by me this 29th day of April, 2004.

Gregory J. Nickels, Mayor

Filed by me this 30th day of April, 2004.

(Seal) Judith Pippin, City Clerk

Exhibit A: Monorail Transit System Design Guidelines

See City Clerk for Exhibit

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of publication in the Seattle Daily Journal of Commerce, May 6, 2004.

5/6(171736)