

Tukwila Sounder Station

TMC Sign Criteria

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Prepared for:
SOUND TRANSIT

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Sound Transit Contract No. CN 0143-12
KPFF Project No. 111026

BACKGROUND

Sound Transit (“ST”) is applying for a sign permit under the Master Sign Program for the Tukwila Sounder Station (“The Station”). The signage within the project that falls within the allowances under City of Tukwila (“CoT”) Title 19 Sign and Visual Communication Code (“Sign Code”).

The Station serves passengers from Sounder, Amtrak, King County Metro buses and Rapid Ride, Vanpool services, and vehicular traffic for the park and ride. The Station will also serve pedestrian and bicycle traffic from Longacres Way, Boeing, and a potential future pedestrian trail system in planning by the City of Tukwila.

The overall site is 10.5 acres, and all of the development within the Station project is at the northern 6.8 acres adjacent to Longacres way. The site is within the Tukwila Urban Center (TUC) / Commercial zoning. The site is bounded by the elevated Burlington Northern Santa Fe (BNSF) Railroad embankment with Station platforms at the east edge of the site, the Union Pacific (UP) Railroad embankment and a new “Western Access Driveway” at the west edge, at the north edge by Longacres Way, a street owned half by ST and half by the City of Tukwila, and the south end is bounded by the Seattle Public Utilities Cedar River Pipeline and the adjoining ST property to the south. The site grade increases gently from Longacres way towards the south end of the development.

There are two signs at the site that are designated “Grand Monument Signs under the Master Sign Program:

- ST Type A2.0 “Transit Beacon”
- Amtrak Sign Type A11 “Station Information”

Attachments to the application include:

- Site Plans
 - Exhibit 1.1 - TK-CM.03 – A2.0 Transit Beacon at Longacres
 - Exhibit 1.2 - TK-CM.06 – A11 Amtrak Sign at Main Entry Stairs
 - Exhibit 1.3 - TK-CM.01 – A2.0 Transit Beacon at Strander Driveway connection
- Amtrak A11 Sign
 - Exhibit 2.1 – A11 “Platform Signage 4.22” Dimensions and Area calculations
 - Exhibit 2.2 – A11 Concrete Sign Base at Seat Wall
 - Exhibit 2.3 - 2.5: Additional Amtrak Sign Color & Materials
- ST A2.0 Transit Beacon
 - Exhibit 3.1 - A2.0 “Transit Beacon Minor” Area Calcs, Colors & Materials
 - Exhibit 3.2 - A2.0 Cast Metal Structural Base
 - Exhibit 3.3 - A2.0 Concrete Base

Due to the scale of type face on the signage and distance from the road, the bulk of signs within the Station are pedestrian oriented and non-discernable from the Right of Way. The remainder

of signage is Manual on Uniform Traffic Control Devices (MUTCD) compliant, regulatory signage.

19.32.010 INTENT OF MASTER SIGN PROGRAM (ORD. 2303 §9, 2010)

The Master Sign Program is intended to provide a voluntary process to allow for adaptation of the standard provisions of the Sign Code to the specific needs of larger sites. The signs approved through this process must be integrated into a cohesive design and communication approach for the site, while continuing to meet the overall intent of the Sign Code listed in Section 19.04.020. Signs permitted under this chapter may only list on premise businesses, products and uses.

19.32.020 ELIGIBILITY (ORD. 2303 §9, 2010)

Property owners of premises that meet one of the following conditions may apply for approval of a Master Sign Program to customize the standard Sign Code requirements to their specific site conditions:

The Station is designated an Essential Public Facility within commercial or industrial zones and is thus eligible under the Master Sign Program.

19.32.040 CRITERIA (ORD. 2303 §9, 2010)

A Master Sign Program may be approved if all of the following criteria are met:

1. The Master Sign Program meets the intent of the Sign Code as well or better than the signage allowed under the standard code provisions.

The signage at the Station meets the intent of the sign code.

19.04.020 INTENT (ORD. 2303 §1, 2010)

The purpose of this code is to enhance the City's aesthetic character; to protect the public health, safety and welfare; and to increase the effectiveness of visual communication in the City by providing opportunities for Tukwila businesses, residents and property owners to display signage. The regulations for signs have the following specific objectives:

1. To have signs that attract and invite rather than demand the public's attention along the City's streetscapes.

All of the signage within the site is based on Sound Transit, Amtrak, King County Metro, and Washington State Department of Transportation standards. The signs are not unique, and are all used throughout the region at Sound Transit facilities. They serve the basic requirements of a transit center through familiarity, placement and uniformity.

The bulk of new signage is significantly set back from the streetscape, and is pedestrian oriented and non-discernable from Longacres Way due to the small scale of typeface. The signage is grouped in orderly fashion throughout the site. All signage serves the specific basic needs of information, direction, and safety of a transit center.

2. To have streets that appear orderly and safe, because clutter is minimized.

Signage throughout the site is minimized and arranged in orderly and logical locations. Orderly and safe signage arrangement with minimized clutter is also a directive in the ST System-Wide Signage Manual.

3. To have signs that enhance the visual environment of the City, because they are in harmony with building architecture and landscape design.

As a transit center and Sounder Station, the Station utilizes Sound Transit standard signage, including familiar logos and colors for patron recognition. The standard signs are made of high quality finished metals, the poles or other supports have clean lines, and fit with the small scale, streamlined painted steel structures throughout the site.

4. To allow business identification that is not unduly hindered by regulatory standards.

The Station (with the exception of Amtrak) houses no commercial activities. However, this intent can apply to a transit center. Similar to a number of businesses within a developed city block, each mode of transportation fostered at the Station (Park and Ride, pedestrians, bicyclists, Sounder, Amtrak and King County Metro buses) needs proper signage to promote safety, provide directions spaced logically throughout site circulation, and provide readily available information to transit patrons.

5. To ensure typical communication and civic discussion is fostered in the City's residential neighborhoods.

The zoning at the Station is Tukwila Urban Center. There are no adjacent parcels zoned for residential.

6. To allow signs that utilize high quality construction materials, fine architectural detailing, harmonious proportionality, and that serve a multi-modal environment.

The Intent of the Code is to minimize cheap, unsightly or cluttered signs from street or public view. All signage within the project is high quality materials and installation according to Sound Transit standards. All signage will serve the specific purpose of directing pedestrian, passenger vehicle, and transit traffic. With the exception of the Amtrak sign, the site will have no commercial signage. No specialized or non-standard signage will be used at the Station.

(Master Sign Permit Criteria, Cont.)

2. The requested deviations from the code respond to the specific characteristics or use of the premises.

Both the A2.0 Transit Beacon and the A11 Station Information signs are standards used at Sounder and Amtrak passenger rail stations. Both are required by Sound Transit and Amtrak at the Station. The requested deviations are minimal compared to what is allowed by the Sign Code.

3. The program complies with the applicable standards in this chapter.

See description of compliance under **19.08.170 “Monument Sign”** and **19.32.060 “Allowable Modifications Under a Master Sign Program”** below.

4. The existing and proposed signage is integrated with an overall lighting scheme for the project site to create a safe, lively and inviting night-time environment if the site is in a commercial zone.

The overall lighting scheme is designed to provide appropriate foot candles as determined by Sound Transit lighting standards, for the various areas of use: Platforms, ramps, stairs, sidewalks or other walkways, Pedestrian Plaza and Transit drop-off, Roadways. The signage is similarly placed according to use. The A2.0 Transit Beacon is located at the main entrance and is illuminated by street lighting from both Longacres and from the Western Access Drive. The A11 Station Information is located adjacent to the main stairs to the west platform, and is illuminated by the pedestrian level lighting at the plaza.

Both the Transit Beacon and the Amtrak sign are standards used at all ST and Amtrak facilities. Neither of these signs has integral lighting.

5. No sign-related code enforcement violations on the premises for at least one year prior to submitting the Master Sign Program application.

In compliance.

6. The program must contain a schedule for the removal of all non-conforming signs on the premise within three years from the date of Master Sign Program approval.

Not applicable.

19.08.170 “Monument Sign”

Monument Sign means a sign supported by at least two posts or columns or with a base that extends at least 75 percent of the sign panel length. Monument signs may also consist of painted text or channel letters mounted on a freestanding seating wall or retaining

wall where the total height of the structure meets the limitations of this code.(Ord. 2303 §2, 2010)

Per discussion with Tukwila Planning and Development, the following two signs fall under the category of Monument Sign:

(1) Amtrak A11 Station Information at Main Stairs

(1) A2.0 Transit Beacon at entrance to Access Drive

The additional A2.0 Transit Beacon is set back over 900 feet from Longacres Way. The sign is approximately 420 feet north of the southern property line with an additional 100 feet from the Strander Connection currently under construction. The sign is undiscernable from Longacres or the future Strander Boulevard.

See Exhibits 1.1 – 1.3 for locations of the signs.

19.20.040 PERMANENT FREE-STANDING SIGNAGE IN COMMERCIAL/INDUSTRIAL ZONES

Monument signs are permitted within all commercial and industrial zones, subject to the following standards:

1. Design Standards. Each premise is permitted to have one free-standing monument-style sign. Additional monument signs are permitted if the premise contains over 800 feet of linear frontage on City or quasi-public streets, per Table 1 below.

Table 1 – Design Standards for Permanent Monument: Amtrak Sign Criteria:

Total ROW of Premise: 400-599 feet

Longacres Way: UP ROW to BNSF ROW = 295 feet, BNSF ROW = 150 feet, Permanent Access Easement at Boeing property = 25 feet.

Total frontage: 470 feet

Allowable Sign Message Area: 50 square feet per side/100 square feet total

Message Area: 40 square feet per side (see Exhibits 2.1 – 2.5)

Total Allowable Sign Size: 70 square feet per side/140 square feet

Total Sign Size: 49 square feet per side

Maximum Height: total 7 feet

Height: 7' – 10" – see 19.32.060 "Allowable Modifications" below.

Maximum Width: total 15 feet

Width: 8' – 4 ¼"

2. Special Corner Properties or Properties with Multiple Street Frontages. A property that borders on more than one public street, but has less than 800 total feet of linear frontage, is permitted to have one monument sign per street frontage if the following criteria are met:

The street frontage at Longacres Way is jointly owned by ST and the City. The Strander Connection Western Drive, across the western edge of the site, is also owned by Sound Transit, serves both transit and the public, and is considered a second frontage. The Western Drive will provide the only means of passage for vehicles using the "Strander Connection" currently under construction.

a. The property has as at least 200 feet of frontage on each public street where a sign will be placed;

In compliance

b. Each public street provides direct access to the property; and

In compliance

c. For each separate street frontage Table 1 shall be used to determine the design standards for any proposed monument sign.

Table 1 – Design Standards for Permanent Monument: Type A.2 Transit Beacon Criteria:

Total ROW of Premise: less than 400 feet

Frontage at Strander Driveway Connection along UP ROW = approximately 900 feet. Frontage at Strander Connection = approximately 320 feet.

Allowable Sign Message Area: 36 square feet per side/72 square feet total

Message Area: 23 square feet per side (See Exhibits 3.1 – 3.3)

Total Allowable Sign Size: 54 square feet per side/108 square feet

Total Sign Size: 31 square feet per side

Maximum Height: total 6 feet

Height: 14'-9" – see 19.32.060 "Allowable Modifications" below.

Maximum Width: total 15 feet

Width: 4'-7"

3. Setback. All monument signs shall be placed at a minimum of five feet from all property lines. No sign taller than three feet shall be placed within the sight distance triangle of an access point, unless it can be demonstrated the sign will not pose a safety issue by reducing visibility.

The Amtrak sign is approximately 70 feet from the sidewalk, and the Transit Beacon is approximately 15 feet from the sidewalk.

Neither sign reduces visibility for vehicle operators or pedestrians. The Amtrak sign is set well back from the street.

The Transit beacon is set in an area where there is very limited right turn vehicle motion. The only cars turning right would be those accessing Boeing from the Strander Connection. Most traffic exiting the Access Road is turning left.

The Transit Beacon has an extremely small sign area compared to that allowable for a grand monument sign. This area is further reduced since it has "four sides." Although the two sign faces (angled at 90 degrees) are counted in the total area for a single side, the full area is not actually visible from one direction.

4. Maximum Width. The maximum permitted width of a monument sign is 15 feet.

In compliance.

5. Address. In order to facilitate emergency response, all new freestanding signs shall have the address number or address number range of the premise listed on the structure. The address shall not be counted toward the allowable sign message area limit. Address numbers must be plainly legible and visible from the street fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of four inches high with a minimum stroke width of 1.5 inches. (Ord. 2303 §5, 2010)

Sound Transit is in communication with the Tukwila Fire Department to determine the best location for emergency response information, and will implement the Fire Department's requirements.

19.32.060 Allowable Modifications Under a Master Sign Program (Ord. 2303 §9, 2010)

A. Modifications to the following standards may be allowed under an administratively approved Master Sign Program:

1. Increase in monument sign total area of up to 25 percent. No increase in height permitted.

No increase in sign area is required.

2. Increase in the area of a flush-mounted building sign, allowed per Section 19.20.050.A shall be allowed as follows:

N/A

B. In addition to the above-listed modifications, the following additional sign types may be allowed with Board of Architectural Review approval:

2. Grand monument signs, subject to the following standards:

a. Grand monument signs may be allowed only within the TUC and TVS zones.

The Station site is within the designated TUC.

b. Each grand monument sign would substitute for one of the monument signs the premises is eligible to install under Section 19.20.040.

There are two monument signs visible from Longacres Way under consideration, as allowed under the provisions for *Special Corner Properties* (above).

c. Any poles or columns supporting the sign must have an architectural treatment such as brick, stone or wood cladding that is consistent with the design of the buildings on site.

The Amtrak sign is placed integrally onto a low concrete "seat wall" adjacent to the main stairs to the west platform.

The Transit Beacon has a low concrete base foundation, with a chamfered edge and smooth finish. The sign also has a cast metal base at the foundation attachment.

The concrete base for each is consistent with the various low concrete walls throughout the site, and the chamfer matches the concrete curb at the "Art" installation.

d. Sign message area may be increased up to 100 square feet per side, 200 square feet total and the limitation on structure size is removed. For sites over 85 acres, the sign message area may be increased up to 500 square feet per side, 1000 square feet total.

No increase in sign area is required.

e. The sign structure must be set back from the side and rear property lines of the premise a distance equal to the height increase requested or five feet, whichever is greater. The

minimum front setback is the smaller of the front yard required in the zoning district or the height increase requested.

The minimum setback for the Transit Beacon is 5 feet plus the additional sign height of 8.5 feet, or minimum setback of 13.5 feet. The Transit Beacon sign is located approximately 17 feet from the sidewalk, beyond the minimum required.

The Amtrak sign is approximately 70 feet from the sidewalk. The minimum setback is 5 feet plus the additional height, or six feet, and the sign as well over this minimum.

f. Total height of the sign structure may not exceed the height of the tallest building on the premises, except for sites over 85 acres, the height may exceed the tallest building but shall not exceed 115 feet.

The height of the roof at the main stairs is approximately 25 feet above the pedestrian plaza. Both signs are well under this limit.

g. No more than two grand monument signs are allowed per premises.