

**CITY OF REDMOND  
DESIGN REVIEW BOARD**

December 6, 2012

NOTE: These minutes are not a full transcription of the meeting. Tapes are available for public review in the Redmond Planning Department.

**BOARD MEMBERS PRESENT:** David Scott Meade, Joe Palmquist, Arielle Crowder, Kevin Sutton, Mike Nichols, Scott Waggoner

**EXCUSED ABSENCE:** Craig Krueger

**STAFF PRESENT:** Steven Fischer, Principal Planner; Dennis Lisk, Associate Planner

**RECORDING SECRETARY:** Susan Trapp *with* Lady of Letters, Inc.

The Design Review Board is appointed by the City Council to make decisions on design issues regarding site planning, building elevations, landscaping, lighting and signage. Decisions are based on the design criteria set forth in the Redmond Development Guide.

**CALL TO ORDER**

The Design Review Board meeting was called to order by Chair David Scott Meade at 7:05 p.m.

**MINUTES**

**IT WAS MOVED BY MR. PALMQUIST AND SECONDED BY MR. WAGGONER TO APPROVE THE MINUTES OF THE OCTOBER 18, 2012 MEETING. MOTION APPROVED (4-0) WITH TWO ABSTENTIONS.**

**PROJECT REVIEW**

**Microsoft Recreation Pavilion**

**Description:** Construction of a 7,500 square foot open-air recreation pavilion and 600 square foot sports storage shed

**Location:** Microsoft Main Campus and West Campus recreational field

**Applicant:** Microsoft Corporation

**Staff Contact:** Dennis Lisk, 425-556-2471 or [dwlisk@redmond.gov](mailto:dwlisk@redmond.gov)

Mr. Waggoner recused himself from the review of this project. Mr. Lisk said this was a proposal from Microsoft for a new recreational pavilion and an athletic storage shed on the main campus. These would be two small structures intended to replace what have been temporary structures used for the same purposes on the site. Athletic activity has been happening on this site for years. The applicant is essentially making an investment in these facilities on a permanent basis. As such, the Planning Department is only requiring a building permit for this project. However, the permit does need the Board's review, as the project is above the threshold of a \$50,000 value.

The two buildings will be located adjacent to one of the existing soccer fields on the main campus. Some field lighting has been proposed as part of the overall project, but that is not under the purview of the DRB's review of this application. The new buildings are using a contemporary, clean design with a nice palette of materials. Staff is pleased with the design direction overall and with the fact that Microsoft is choosing to make a permanent investment in these facilities. Staff is recommending approval of the building elevations and site plan for this project.

Architect Keir Vondruska presented to the DRB on behalf of the applicant. He is an architect with Gensler Seattle and a member of the Microsoft Master Plan Team, a group of architects and engineers tasked with improving Microsoft campus safety, connections, and the overall campus experience. The applicant presented three projects that are all on the main campus sports field and the west campus. He displayed the overhead lighting project, which the DRB is not reviewing. Standard 80-foot light poles would be used. The south soccer field, softball field, north soccer field, and west soccer field will be lit. The DRB is

reviewing the small, 600 square foot sports storage building that is proposed and the pavilion, a 7,500 square foot outdoor meeting space. The pavilion is a home base for outdoor meetings, often covered with tents. The tents will still be used in some cases. The pavilion is simply a formalizing of the event space.

The applicant noted that, with this project, the objective is to promote health and well being. Microsoft is very serious about the health and well being of its employees, and this investment reflects that. The company wants to expand the use of the field through the use of lights. The lights have been manufactured by a leader in the area of sports field marketing. The poles have four or five lights on them and are a short distance away from the field. Each field's lights will be individually controlled and will have a time limit set on them. The lights are heavily shielded and the light spill is expected to be minimal. The project at hand is buried in the campus and no light spill is expected for neighboring properties.

The soccer field on the west campus is over a parking garage, which creates a more technical project. There are four lights, sixty feet high, with four lamps apiece on them. A traditional spread footing, 11 feet by 11 feet, will sit on top of the parking deck and will be waterproofed. This will provide lighting for the field. The lights are 1,500 watt metal halide lights, which is a higher wattage and thus reduces the need for more lights to be used. The lights will be like the ones used at Marymoor Park.

Architect Jeroen Teeuw next presented to the Board with regard to the field storage unit adjacent to the softball field and the north soccer field just off of NE 36<sup>th</sup>. This is a small building, about 20 feet by 30 feet, with three-foot overhangs on the front and 1.5-foot overhangs on the back. The building has three storage units within it to facilitate storage of sports equipment, including softball, flag football, and soccer. Frontal access is provided through some four-foot swinging doors, and there is a concrete path that ties the access back to the street on the north end. Elevations are comprised of cement board panels which are painted with a metal seam sloped roof at a 1-to-12 slope. There are louvers on the front and back to provide ventilation for the equipment inside. The building has a gutter on the back which is tight-lined into existing drainage on the site. The color scheme of the building ties into the vibrant landscape of the campus, as there is no real adjacent context. Lights have been incorporated into the site to facilitate access in darker hours and to provide basic safety lighting.

The outdoor pavilion has been proposed to provide a fixed structure that would help give shelter to some outdoor events that are happening in tents on the site. The location of the pavilion is just to the east of the north soccer field, where there are currently two volleyball courts. The intention is to relocate these courts, or possibly get rid of them. That is still to be determined. Currently, there is a sidewalk to the south. There is sidewalk access on the north and a campus path, running north and south, which is adjacent to the evergreens on the site. The intention is to have the pavilion face the soccer field and be centered on it, allowing it to act as a stage to the soccer fields, thus providing multiple uses for the whole site. A sidewalk will run through the pavilion area to create a clean path through the site. Fire and emergency access would be along the back of the site, allowing emergency access to all parts of the building. There is a small pull-out area with a ramp allowing for loading and unloading.

The pavilion is 112 feet by 67 feet, thus creating 7,500 square feet of roof area and slab area. The space within the columns is slightly smaller, about 4,600 square feet, at 47 by 98 feet. Microsoft wants to have a warm structure that incorporates wood, contrasting with other structures on campus to provide a different feel to the outdoor space. The whole structure is a glulam system of columns and beams, both at 24 inches by 8.75 inches wide. There is an overhang with some glulam structure coming off of the columns. There is a simple pitched roof. There is a small interior component on the north side that encloses a fire control access room, an electrical room, and an AV room. There is a desire to possibly incorporate some wireless access in this area. The electrical would tie into the proposed lighting on the sports fields. Beyond that, it is a fully open-air, permeable structure. There is steel bracing on all sides.

With regard to landscaping, the idea is to screen some of the edge of the site. There are six London Plane trees on the site, five of which will have to be removed to accommodate the structure. The applicant is replacing landscaping with some evergreen trees that are similar to what is located on the back of the site. The evergreens will help screen the edges, especially for those coming from the north. Beyond that, landscaping is quite minimal, in that the field is all grass. The elevations show that the pavilion has a pitched roof with a steel web and tension rods. The small interior component on the site will

be constructed of the same materials as the shed, using cement board with a painted finish. A standing seam metal roof will be used for the pavilion. The intention is to stain the glulam beams with a clear coat stain with a bit of a darker stain under the roof. There will be exposed metal plates at the connections of the glulam, which would be painted cement board.

#### **COMMENTS FROM THE BOARD MEMBERS:**

##### Mr. Nichols:

- Said the projects were nice structures. He asked if the storage unit used a hardy panel system. The applicant confirmed that, and said it would be painted with exposed fasteners.
- Mr. Nichols said the lighting on the field was long overdue and likely welcome by the employees. He did not have any other comments, and said the project looked great.

##### Ms. Crowder:

- Agreed with Mr. Nichols, and said the pavilion was an elegant structure.

##### Mr. Palmquist:

- Agreed with the other Board members, and said he liked the building.

##### Mr. Sutton:

- Said he felt the same way, and that the buildings were very nice-looking.

##### Mr. Meade:

- Also agreed that the buildings were very nice. He asked about restroom facilities for the fields.
- The applicant said that would be handled the same way as it is presently. When tents are rented for events on this site, portable toilets are rented as well. He noted that the intention of the site will remain the same, but having a fixed roof would help more people stay dry. Operations would be the same. Mr. Meade asked for a motion.

**IT WAS MOVED BY MR. PALMQUIST AND SECONDED BY MR. NICHOLS TO APPROVE THE MICROSOFT RECREATION PAVILION AND STORAGE SHED WITH THE STANDARD PRESENTATION MATERIALS INCONSISTENCIES CONDITON. MOTION APPROVED (5-0) WITH ONE ABSTENTION.**

#### **PRE-APPLICATION**

##### **Sound Transit East Link**

**Description:** Planned extension of light rail transit service to Redmond

**Location:** Several locations in Overlake Neighborhood

**Applicant:** Sound Transit

**Staff Contact:** Dennis Lisk, 425-556-2471 or [dwlisk@redmond.gov](mailto:dwlisk@redmond.gov)

Mr. Lisk noted that the Board would be opening up a review of the East Link light rail extension project at this meeting. This extension was approved by the voters four years ago and will involve extension of light rail across Lake Washington, through Bellevue, and eventually into Redmond. The line in Redmond comes into the city through the Overlake Neighborhood across 148<sup>th</sup> and goes along the freeway. There are two stops planned in Redmond, one in Overlake Village at the north end of 152<sup>nd</sup> Avenue and the other at the Overlake Transit Center, which will be renovated for this project. Mr. Lisk noted that this was an important project for the City, not only for transportation but for the City's ability to achieve the land use vision and goals for the Overlake Village area. The hope is to have lots of transit-supportive and transit-oriented development in this neighborhood.

Since the vote to approve this project, the City and Sound Transit have been working on preliminary design efforts. This process will go on over the next few years. Sound Transit is now ready to enter the prep process with the City to review the site plan entitlement permits. The City has determined that there would be two site plan entitlement permits for the project, one for each of the station areas. The station areas are inclusive of the actual platform areas. At Overlake Village, that would include a plaza area at the front of the station. Also, at each station, two pedestrian bike bridges have been proposed, spanning

SR 520 and thus helping connect the Overlake Neighborhood to areas on the other side of the freeway. The bridges will be part of the site plan entitlement permit. The DRB is one of the approval authorities for the site plan entitlement permits, so staff thought this was a good time to introduce the project and get some initial feedback and commentary from the Board. Some of the design elements that Sound Transit has used in the past will inspire the design of the East Link proposal, as well.

Leonard McGhee from Sound Transit spoke to the Board on behalf of the applicant. He is the Segment Manager for the Bel-Red Corridor and Overlake area of the East Link extension project. Debora Ashland, Director for Architecture and Art Program for Sound Transit, will speak to the DRB as well, along with Chad Zettle, who is the Architecture Manager for the stations in the Bel-Red and the Overlake areas. Keith Hall, the Outreach Specialist for Sound Transit, is in the audience as well as Hank Howard, the Senior Civil Engineering Manager with the Design, Engineering and Construction Management Department.

Mr. McGhee was happy to kick off the site entitlement plan process, which he hoped would lead to an approval from the DRB and the City of Redmond. He gave some background on the light rail system. In 2008, voters approved the extension of light rail, adding thirty-five additional miles to the project. The U-Link system is currently under construction at the University of Washington, to open in 2016, and there is an extension from Sea-Tac Airport down to 200<sup>th</sup> opening in 2016. The extension to Northgate is set to open in 2021. There are extensions to Lynnwood and Kent-Des Moines planned to open in 2023, which is the same target year for the Overlake extension project. Sound Transit is analyzing the extension of the rail light to Federal Way in the south, which was part of the original ballot measure. Plans have changed due to reductions in revenue over the last four years, which Mr. McGhee said was a challenge. Sound Transit intends to deliver a high-quality project to the City of Redmond and to the overall region.

The East Link extension is a fourteen-mile project extending from the Central Link station in the International District of Seattle that heads east across the I-90 bridge. There will be a Rainier station and one on Mercer Island. The train will head north, going through south Bellevue, into downtown Bellevue, down the Bel-Red corridor and out to Overlake Transit Center. Over the fourteen-mile extension, ten stations are planned in various configurations. Some of the line is at grade, some is elevated, and some is in tunnels. The train will be in a tunnel through downtown Bellevue. The train would be at grade and elevated through the Bel-Red corridor, remaining elevated through the 130<sup>th</sup> station and along SR 520 going into the Overlake area and the two stations planned there.

The East Link extension consists of three design packages. The first design package is the I-90 corridor. The second design package is south Bellevue to Overlake Transit Center. The last design package is the system package, going from Seattle all the way out to Overlake Transit Center. The south Bellevue to Overlake Transit Center plan will be divided into five construction packages. The fifth and last package will enter into Overlake Village. It is primarily an alignment with SR 520, beginning at about 136<sup>th</sup> along 520, running a little over a mile to Overlake Transit Center. At the end of 2012, Sound Transit is getting ready with final design. The agency started back in 2006, working closely with the City of Redmond Planning staff throughout those years to review conceptual engineering and preliminary engineering. The Overlake Neighborhood Plan, the Overlake Village concepts, and the 152<sup>nd</sup> Corridor Plan have been involved in this work. The applicant said the idea is to complete final design through 2015, with construction beginning in that year. Property acquisition could start as early as 2014. Ultimately, the construction would be complete in 2021. After testing, the line would open for revenue service in 2023.

Ms. Ashland next spoke on behalf of the applicant. She reviewed some basics of light rail with the DRB and the standards used for the stations. She said light rail is a versatile transit system, allowing transit to go at grade, elevated, in a retained cut, and in tunnels. The trains are electrically powered through an Overhead Contact System, or OCS. Sound Transit stations will have platforms that are 380 feet long, which are used now in the system. This is different than the Link system in Tacoma, which resembles more of a streetcar. The light rail Link system involves four cars coupled together. Right now, the Link system only has two-car trains running on it, but the stations are built for four-car trains. By the time the system gets to Redmond, the system will use four-car trains.

The trains are about 90 feet long. There are traction-power substations, which run the trains. These substations are often screened with CMU and/or public art. The screening depends on where the substations are located. Signal buildings are used in the system, which are smaller buildings. Often, Sound Transit tries to group the signal buildings in the same compound as a traction-power substation, for example. For some elevated stations, Sound Transit may have communications functions in a separate room. For the Redmond stations, both at grade, there will be fewer building elements. However, there will be a parking garage in the Overlake Village area. The applicant displayed examples of the current elevated stations, tunnel stations, and at-grade stations.

A center platform station is where the platform, the area where one waits for the train, is in the center of the tracks, with the tracks running on the outside. This is done at Rainier Beach, for example, due to a pocket track located just south of the station where the track splits. This allows for enough room for the platform. This center platform design would be used at Overlake Transit station. A side platform design would likely be used at Overlake Village, where tracks are running in the center and the platforms are on the side. Riders would decide at the entry which platform they would need to be on. This design has been considered for the Overlake Village site due to issues with right of way. A side platform station takes up a wider area at the station location, but the tracks remain together. Thus, the property impacts beyond the station are minimized. With a center platform station, the tracks have to be widened before they get to the station area, so more property is affected. In Redmond, the train runs along SR 520, and the hope is to stay as close as possible to the highway with the tracks so as to keep them together as they enter Overlake Village, creating the need for a side platform design. At Overlake Transit, the tracks will need to be separated, creating the need for a center platform station, based on preliminary engineering reviews.

Ms. Ashland next spoke to the standards Sound Transit uses, which are in place in order to have a balanced approach to design. Sound Transit wants much of the system to be the same due to maintenance issues. Some elements will be different, allowing them to fit within their neighborhoods. There are common threads through the system, including station layout standards, which include station entries and ticket purchase areas. Families of materials have been selected as standards, including standard light fixtures, to provide ease of maintenance. A standard color palette is used to limit the types of paint and amount of paint that is needed to repair facilities after acts of vandalism. Signage is system-wide to provide customer convenience. The things that differ in the system include the types of stations and what the stations look like. Community input drives much of this as well as the art program.

Station signage is similar through the system. There are tactile way-finding pavers used, as well. The pavers have been tested with people who have different disabilities. Standard, truncated dome pavement with a two-foot edge is required, and the same material is used in all Link stations. A white braid paver is used to help blind passengers get through the station, as well as a corduroy pavement. The corduroy pavement is used at the center of the platform and it marks the two centermost doors of the train. Using this pavement, a blind customer could find his or her way through the station. The center train door pavement is not required by the ADA, nor is the way-finding braid of pavement, but Link has provided them as a response to the disabled community. Standard paving materials are used system-wide. A porcelain or ceramic tile is used for an elevated or tunnel station. For at-grade stations, concrete pavers have been used, but Sound Transit is looking at other possible options.

Standard paint colors are used throughout the system to make them very visible. A lot of steel is used as well. Architecturally expressed steel is not used, which is expensive. Sound Transit does require certain specifics in terms of the welding and what is seen by the public. The stations are designed for tolerances. The steel is not covered up. It is high-quality 3/16 stainless steel and random orbital finish, which is easy to fix via sandpaper and has a duller finish. Typical elements at a station include ticket vending machines, passenger emergency telephones, and other emergency phones meant more for staff use. Standard lighting fixtures are used. Sound Transit is looking into using LED bulbs in the future. Standard benches are used. Typically, the railings are not standard, but there are standard requirements. A stainless steel top rail is employed, as it gets the most use. There are painted stanchions, and the infill can vary. The East Link project could end up using a modular railing system that may have more details in some areas.

Standard landscape criteria require native and adaptive plants to be used to simplify maintenance. There are hardscape areas as well to allow for easier pedestrian access. There is a public art program, too. As

with all Sound Transit project, 1% is spent on public art, calculated based on construction costs excluding tunneling, which can be very expensive. That is the mandate from the Sound Transit Board. The Public Art Program Manager, Barbara Luecke, will present more on this to the DRB at a later time.

Mr. Zettle, the Architectural Manager for the Redmond portion of East Link, next spoke to the DRB. He showed the alignment of the train line, where it would rise above grade, and where retaining walls would be used. He reiterated that the drawings shown to the DRB at this meeting are preliminary engineering drawings, which involved a different consultant than the one currently on board. The new consultants are using these drawings as a starting point. Sound Transit is working with the City to create passenger drop-offs at the stations. There are future roadways planned around Overlake Transit Center, and a new potential entry at one end of the station is in consideration. Sound Transit is talking with the City of Redmond about funding pedestrian bridges linking across SR 520. The Overlake Village station would have side platforms and wind screens.

The Overlake Transit Center will be the interim terminus station until additional funding allows for the alignment to go under NE 40<sup>th</sup> and on into downtown Redmond. The new plan would move the bus loop and the pickup point for the Microsoft Connector shuttles. The inner loop of the site would be for Metro buses and larger Microsoft buses. There will be a new parking garage structure for 320 cars and a large public plaza. A future pedestrian bridge has been planned here as well, with funding talks ongoing between Sound Transit, the City of Redmond, and Microsoft. This would be a center platform station, accessed from a plaza area. There would be an emergency exit and a ramp system for the public connecting to the platform. There is an office component for the Microsoft shuttle dispatch area, as well as some canopy areas for bus and shuttle shelters.

Entry to the parking garage would be off of NE 36<sup>th</sup>. The garage would have a passenger drop-off area as well as pick-up and drop-off parking. The bus loop has shuttles queuing on the outer side and larger metro buses on the inner loop. In the Redmond portion of the line, there are several third party agreement proposals that will involve ongoing discussions. One discussion involves Microsoft, the City of Redmond, and Sound Transit for an agreement for the Overlake Transit Center and adding the pedestrian bridge, which would not only cross SR 520 to the Transit Center but would continue across 156<sup>th</sup> as well to connect both sides of the Microsoft campus. The bridge would have spurs on the west side that tie down to the Flyer stops on that side of SR 520.

Microsoft is interested in providing funding for additional canopies at the Overlake Transit Center at both the station platforms and the bus and shuttle portions. The company is also interested in funding technology infrastructure, meaning some conduit to the canopy areas for technology that would be defined at a later date. Microsoft would also like to put some additional funding into a shuttle operations area and a retail component in the parking garage. There are concerns, with the new station and bus loop at the existing site, about mitigation of the existing operations. Thus, Sound Transit is talking about construction phasing to allow for transit operations to continue at the current site. There are also ongoing discussions about NE 36<sup>th</sup> access improvements, traffic backup leaving the parking garage, and access to the Microsoft road. At the Overlake Village station, the City of Redmond is pursuing design funding for a pedestrian bridge that would span SR 520 as well.

#### **COMMENTS FROM THE BOARD MEMBERS:**

##### Mr. Waggoner:

- Said there were a lot of big plans in place that were very exciting, and saw a big benefit from this to the City of Redmond. He said it was the first detailed presentation he has ever seen about Link.
- Mr. Waggoner appreciated the amount of standardization that has been incorporated in the design, which creates some uniformity from one station to another but still leaves room for some unique characteristics.
- He said having a station that was easy to maintain goes to the long-term viability of these stations to look well-kept and abuse-resistant.
- Mr. Waggoner liked the at-grade stations, and said he preferred them. He liked that the public could see the trains in operation and could also realize where the stations are and how to get to them.

- He said the agreements to link to transit hubs and businesses like Microsoft were a big plus. He liked the preliminary approach and was on board with it.

Mr. Sutton:

- Asked if there were any standards related to the pedestrian overpasses, or if they were wide open.
- The applicant said the pedestrian bridges for the Overlake Village station would be a City-funded project, and the City would be maintaining them. If Sound Transit is not involved in maintenance, other standards may be applied. The same would be the case for the bridge to the Microsoft campus.
- The applicant added that Sound Transit has been meeting with the designers the City has hired and providing input and insights to the bridge projects. The final decision on the bridge design would come from those designers, however.
- Mr. Sutton asked about parking and if there were any plans to expand that parking area, if that were needed in the future. The applicant said there were no plans to expand the parking at the Transit Center at Overlake.
- The applicant said there are so many connections with the shuttles and the Link in Redmond that the applicant said a lot of riders would use those options and buses, more so than in other stations, where those options are not available. There will be bike parking available as well.
- The applicant added that the pedestrian bridges would be designed at a width that would be appropriate for pedestrians and cyclists, with ramps for cyclists provided as well.

Mr. Nichols:

- Thanked the applicant for sharing this information, which he said was an exciting evolution of the light rail connection to the East side. He noted there was a lot of work left to make this project happen, but he said the Link rail is designed to meet the need for transit. He liked the incorporation of art.
- Mr. Nichols said he looked forward to seeing the evolution of the stations in Redmond and how Sound Transit could make them feel like part of the community.

Ms. Crowder:

- Agreed that the applicant put on a very informative presentation, for which she was thankful.
- She appreciated the public art and the opportunities provided for it at the stations.

Mr. Palmquist:

- Said Sound Transit did a great job on its presentation, which was very informative.
- He looked forward to working with the applicant through the whole process.

Mr. Meade:

- Thanked Sound Transit for the great presentation and the opportunity to see the stations. He looked forward to the next submissions. He said there has been a lot of thought given to the process and the system. He appreciated that Sound Transit had a brand that has been well-developed.
- He appreciated the way the Link system would serve the residents of Redmond and the commuters who work in the city. He looked forward to the next steps for the project.

**ADJOURNMENT**

**IT WAS MOVED BY MR. PALMQUIST AND SECONDED BY MR. SUTTON TO ADJOURN THE MEETING AT 8:19 P.M. MOTION APPROVED (6-0).**

**January 17, 2013**  
**MINUTES APPROVED ON**

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**RECORDING SECRETARY**