

MEMORANDUM

TO: DESIGN REVIEW BOARD

FROM: Dennis Lisk, Associate Planner

RE: PRE120053: Sound Transit East Link -- Station Design Concepts

DATE: November 7, 2013

PROJECT BACKGROUND

Over the last year, the City and Sound Transit have been working together on planning and design efforts in preparation for moving to the final design, permitting and construction effort that will unfold over the next decade before light rail service becomes operational in 2023. At the present time, the City and Sound Transit have been engaged in developing the project design requirements that will become part of a Request for Proposals from Design/Build teams to design and construct the portion of East Link within Redmond. These design requirements generally aim to achieve a 30% level of design for the RFP and include the track and guideway systems, as well as the two stations in the Overlake neighborhood. Eventually, once a Design/Build team is chosen later in 2014, Sound Transit will need to pursue two Site Plan Entitlement (SPE) permits, one for each of the two station areas. Each station area SPE permit will also include the review of two pedestrian/bicycle bridges over State Route 520 that will connect each station with additional ridership and destinations on the other side of the freeway.

DESIGN CONSIDERATIONS

Overlake Village Station

There are several major design elements that make up the Overlake Village Station:

- The pedestrian/bike bridge ramp system, which forms a paper-clip shape at the northeast corner of the station. The ramp includes a central stairway down to the station plaza. Under the stairway will be a secure bike storage area, as well as an area devoted to electrical and mechanical equipment.
- The station platform area, which includes a covered portion in the central portion of the platform, and a wall along the freeway, which is shaped like a fan which radiates out from the covered platform area.
- The station entry plaza area, which includes both landscape and hardscape features, as well as two ticket vending areas, one at either end of the station platform.

Staff has been involved with reviewing this initial design proposal, and with the exception of certain elements, is generally supportive of the design. For the proposed canopy that will shelter

the ticket vending areas, this is a portion of the station where individual communities have the opportunity to imbue with their own sense of community or neighborhood identity. Staff would like to discuss this with the Board and consider the overall design and building materials. In addition, Staff would like to focus on the wall along the freeway side of the platform, as it will be a significant visual element at a gateway point into the City.

Overlake Transit Center Station

The Overlake Transit Center Station will be a significantly larger facility than the Overlake Village Station, as in addition to the light rail station, it will also include a park-and-ride garage, King County Metro bus and Microsoft Connector stops, as well as a new ped/bike bridge that will span SR-520 to connect the Microsoft East and West campuses. One of the main design goals for this station is to make all these facilities work together to avoid conflicts and keep transit users moving through the station efficiently. In general, Staff believes the proposal offered by Sound Transit achieves this goal.

For the light rail platform area, the main design feature is the canopy that will cover the entire platform area. The roof of the canopy is designed with a combination of glazing and metal panels which gradually twist to allow for natural light to filter through across the length of the platform at different points during the day. Staff is supportive of the design concept proposed for the platform.

The Design Review Board, along with the Technical Committee, is one of the decision-making authorities in the review of the SPE permits for the two station areas. At this point in the design process, City and Sound Transit staff would like to share with the Board the present level of design for the two station areas and discuss some of the design principles and elements of the station areas. Any feedback and suggestions that Boardmembers may wish to share would be much appreciated, as Sound Transit finalizes their project design requirements for the Design/Build RFP.