



July 8, 2015

King County Executive Dow Constantine  
Chair, Sound Transit Board of Directors  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

RE: City of Kirkland's Comments on the ST3 Priority Project List – 2<sup>nd</sup> Letter with Details

Dear Executive Constantine,

I am writing to provide you, as Chair of the Sound Transit Board of Directors, with more input on the Sound Transit 3 (ST3) Priority Project List (PPL). As a follow-up to my June 9, 2015 letter, this letter is intended to provide you and the Board with a brief summary of the City of Kirkland's priorities, along with more detailed input on the PPL. Sound Transit staff advised City of Kirkland staff that this follow up letter, with more detail on concepts for specific projects, would be helpful to the Board in its review of the PPL.

First, I would like to thank you and the Board for providing the opportunity to comment on the list of priority projects that the Board will advance for further study. It is exciting to plan for projects that will eventually become part of the System Plan, and the City of Kirkland looks forward to a set of investments that will meet our city's needs and achieve the regional goals of Sound Transit's long-range planning efforts. The City would like to work collaboratively with Sound Transit to identify creative transit solutions where existing ideas don't fully address city goals. City of Kirkland staff and I understand the regional nature of Sound Transit's service and our goal is to ensure Kirkland's residents, employees, and visitors have access to that service. Our suggestions are not intended to prescribe specific project scopes; rather, our intent is to provide ideas for achieving outcomes that will meet our common goals.

I am optimistic that the final PPL will include projects in and around Kirkland, improving mobility to our residents, employees, and visitors, and inspiring Kirkland voters to support the upcoming ST3 ballot measure. In keeping with regional planning strategies, the City of Kirkland is planning for growth of nearly 8,400 new households and 22,000 new jobs over the next 20 years. Mobility provided by Sound Transit will play an important role in accommodating that growth.

### **Review of June 9<sup>th</sup> Letter**

As a brief reminder, my June 9, 2015 letter (attached for your convenience) outlined our city's high-level goals for ST3. Below is a summary of those priorities:

- Delivering Sound Transit 2 (ST2) Commitments: Completing I-405 Bus Rapid Transit (BRT), with Kirkland access at NE 85<sup>th</sup> Street and the Totem Lake Urban Center, is a key priority for Kirkland. The extension of the East Link to Redmond and High Capacity Transit (HCT) connecting Issaquah and Bellevue are also high priorities for the Eastside.
- Connecting downtown Kirkland to regional transit service on I-405.
- Connecting Kirkland's major employment centers (such as Evergreen Hospital in the Totem Lake Urban Center, and Google on the 6<sup>th</sup> Street Corridor) to regional transit services on I-405.

- Considering Bus Rapid Transit (BRT) as well as light rail along the Cross Kirkland Corridor/Eastside Rail Corridor between Totem Lake and Bellevue, with a connection to Issaquah. At a minimum, BRT connecting these Eastside hubs should be added to the PPL.
- Supporting Transit-Oriented Development (TOD) in the Totem Lake Urban Center.
- Investing in an integrated transit network.
- Identifying the financial capacity of the Eastside Subarea.

In the following months, Sound Transit will be developing "project templates" that document the ridership, costs, and other performance measures of each project. Below are comments that Kirkland Transportation staff and I view as critical to the appropriate development of these project templates. Additionally, we have noted where details of some PPL projects should be enhanced or changed, and we would like to express our support for other projects as they have been proposed.

A number of community stakeholders have joined us in support of a future ST3 plan and we are pleased to attach their letters of emphasis and support. Also attached is a letter in support of project E-03 signed by state legislators from the 5<sup>th</sup>, 41<sup>st</sup>, 45<sup>th</sup> and the 48<sup>th</sup> Legislative Districts. Finally, Kirkland has worked closely with the cities of Bellevue, Redmond, Issaquah, Renton and Sammamish to identify common interests, which have been compiled into a Joint Interest Statement for ST3, which is also attached to this letter. We hope you find this joint statement of particular value given the broad support it represents.

### **Alignment of Goals**

The Sound Transit Board established seven criteria, against which various system expansion scenarios were weighed to guide the formation of ST3. Kirkland's transit priorities and actions are in line with those criteria, as outlined below:

1. **Completing the Spine.** Kirkland supports investments in East Link as well as additional HCT corridors that complement the spine, such as I-405 BRT and HCT between Totem Lake, Downtown Kirkland, Downtown Bellevue and Issaquah.
2. **Ridership.** Currently 22 bus routes serve Kirkland, with a combined daily ridership of approximately 24,000 passengers. The Route 255 represents 26% of this ridership with routes 245, 532, and 535 representing an additional 30% of riders. Kirkland supports a ridership focused package that balances HCT investments to dense areas like Downtown Kirkland and Totem Lake, while also investing in high-ridership commuter-oriented ST Express service to Bellevue and Seattle.
3. **Designated Centers.** Kirkland's Totem Lake is one of five regional growth centers in the central Eastside. Totem Lake currently has one-third of Kirkland's employment and will grow to nearly one-half of all Kirkland employment by 2035. In addition to existing medical, educational and business centers, Totem Lake will see redevelopment of a major mall site. Another important consideration is a number of recent rezoning approvals that have significantly increased development capacity directly adjacent to the Cross Kirkland Corridor.
4. **Transit supportive land use.** According to King County Metro's Long-Range Public Transportation Plan, Kirkland is currently the 4<sup>th</sup> densest city in King County thanks to its dense

historic core and increasingly dense Totem Lake area. Employment densities in the 6<sup>th</sup> Street corridor, where Google is now doubling its footprint, is a growing transit market with transit-supportive land uses. Increased service and connectivity is critical to this area.

5. **Socio-economic equity.** Kirkland has aggressive policies and regulations for the creation of affordable housing. These policies have led to numerous new affordable housing units, including those at the South Kirkland Park and Ride. In 2014, Kirkland became a signatory to the Growing Transit Communities Pact.
6. **Additional transit integration.** Because King County Metro provides much of Kirkland's transit service, the City is keenly interested in working with Sound Transit to improve integration of the transit system. Kirkland's transit centers in downtown and Totem Lake were both funded through Sound Move and we look forward to building on those investments.
7. **Multi-modal access.** Kirkland has worked for decades to improve non-motorized travel conditions within the city including construction of an extensive bike lane network, high-visibility crosswalks, and safe routes to school investments. Many of Kirkland's bike lanes date back decades, and Kirkland is leading the way on enhanced crosswalks, using in-road flashing beacons for bicycle and pedestrian safety. In 2006, Kirkland became the first community in Washington State to adopt a complete streets ordinance. Multimodal access, and connectivity to non-motorized networks are essential elements of Kirkland's Transportation Master Plan.

#### **Detailed Comments on the PPL**

To add specificity to the high-level comments provided in my June 9 letter, below are more detailed comments on the draft PPL.

In general, Kirkland, like Sound Transit, is interested in connecting people with transit. In many cases, this might result in an expensive connection, bringing a transit line to a new station located off the main route and causing delays for passengers using the main line. Another option would be to instead build a more reasonably-priced connection to bring passengers to that main route, using a connector that does not slow the main system down with additional stops. It is this second concept that Kirkland is recommending in several cases. Sound Transit's street car connection to the Capitol Hill light rail station is an example of this concept in operation.

#### *Request for a new project:*

#### **"AC-6 BRT": Add Bus Rapid Transit (BRT) from Kirkland (Totem Lake) to Issaquah via Bellevue to the PPL**

Kirkland is strongly supportive of light rail between Totem Lake and Issaquah via Bellevue; however, the City wants to ensure other options are available when developing a System Plan, should light rail not move forward. A BRT version similar in alignment to the proposed light rail should be added to the PPL as an alternative.

- This project should be similar to alternative C2 from the South Transit [Kirkland-Bellevue-Issaquah Corridor Report](#). Project C2 consists of BRT from Totem Lake to Issaquah via the Cross Kirkland

Corridor, Downtown Bellevue, Richards Road and I-90. The alignment primarily consists of exclusive busway (with grade separation at key locations) or HOV lanes. (See Figure 1 below)

- Analysis of this project should assume that BRT service between Totem Lake and Seattle is also provided on this corridor because the major capital components (excluding buses) are included in project C2 as described above. Project B1a from the Sound Transit University District-Kirkland-Redmond Corridor Report, illustrates this overlap. Routing in Seattle should be determined at a later date. (See Figure 2 below)
- Working with Metro, Sound Transit should determine how this investment can be leveraged and integrated with other bus service. Areas of investigation should include:
  - How can bus service on I-405 and SR 520 be routed along this corridor to better serve Kirkland?
  - How can local and express routes use this corridor?
  - How can this investment fit into the broader eastside transit network? (e.g. Bellevue, Redmond, Issaquah, Seattle and Kirkland (BRISK) concept from Seattle Transit Blog)
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland, as well as two or three stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan, including a paved multiuse trail.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.

*Comments about projects already on the PPL:*

**AC-5: I-405 Bus Rapid Transit from Lynnwood to SeaTac in HOV/managed lanes where available**

Kirkland is supportive of this project contingent on a NE 85<sup>th</sup> Street station with high-quality connection to Downtown Kirkland and access improvements in Totem Lake. A station in the vicinity of NE 85th Street should be included in any I-405 BRT project template.

- Full direct access ramps to NE 85th Street, as assumed in alternative A2 of Sound Transit's I-405 Bus Rapid Transit Corridor Report, is a reasonable baseline assumption for this station. An inline station on I-405 should be studied as an alternative.
- Any station in this vicinity must have high-quality, fixed guideway (or functional equivalent) connection between the new station, Downtown Kirkland, the Cross Kirkland Corridor and the 6th Street corridor. For comparison purposes, a bus-based connection should also be explored, however any connection must be fast, frequent and reliable.
- Creativity should be used with regard to the routing and modal choices studied in the project template, so that the capital and service investments Sound Transit should make in order to

facilitate this connection, can be fully understood and evaluated.

- The First Hill Streetcar is a good example of a creative approach to improving access to regional transit. A similar approach could be used along NE 85th Street to connect the I-405 BRT with downtown Kirkland.
- This BRT route must do more than simply access the Totem Lake Urban Center at the NE 128<sup>th</sup> Street direct access ramp. Instead, there must be multiple stops in the Totem Lake Urban Center, including in the vicinity of NE 116<sup>th</sup> Street. Again, creativity should be used with regard to the routing and modal choices studied by Sound Transit in the project template, so that the capital and service investments of various connection alternatives can be fully understood and evaluated.
- The trunk and branch service pattern, with multiple routes combining on I-405 as they head towards Bellevue, is preferable because it would increase the frequency of buses passing through Kirkland and provide more routing flexibility. This project serves multiple Sound Transit subareas and thus the cost should be appropriately shared. In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.
- This project must access Downtown Bellevue and seamlessly connect with the wide range of transit service that is available there.
- Although planning efforts now focus on BRT, the City of Kirkland would like to better understand why Light Rail on I-405 has not been considered as an alternative to BRT on I-405.

#### **AC-6: Light Rail from Totem Lake to Issaquah via Bellevue**

Kirkland is strongly supportive of this project, with several changes to alignment and station locations:

- Rename this project to Light Rail from Kirkland (Totem Lake) to Issaquah via Bellevue. Using Kirkland in the title will help citizens better understand the nature of the project.
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland, as well as two or three stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan including a paved multiuse trail.
- Kirkland encourages Sound Transit to study how access to Downtown Bellevue can be improved.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.
- Study the possibility of using streetcar technology or similar sized alternatives, rather than light rail technology for some connections, which could make it easier to serve downtown Kirkland.

**ES-6: ST Express interim supporting bus service, including capital and operating elements**

Kirkland is supportive of this project, including how access to service can be improved for Kirkland residents and employees. The addition of capital investments and more detailed discussion of ST Express service as an integrated part of the regional transit system is critical.

- ST Express bus service is a key part of the transit service provided by Sound Transit on the Eastside now and into the future. The City would like the words "interim supporting" to be removed from the project name to reflect this fact.
- This project should address current overcrowding issues on ST Express service along I-405 in the short-term through increased peak hour service or additional routes.
- Improve access to bus service on I-405 per City's comments on AC-5.
- Improve access to bus service on SR 520, as well as improve service across SR 520.
  - Include a full direct access ramp with bus stops at SR 520 and 108th Ave NE. This will allow passengers to access service on SR 520 from the South Kirkland Park and Ride, as well as local bus routes.
  - While the proposed changes to Route 540 makes service to UW more frequent and reliable in the morning (Houghton P&R has significant excess parking capacity while South Kirkland is over capacity making it difficult to find parking), this change makes it more difficult for Route 540 riders to get home during off-peak periods. The City would like Sound Transit to increase off-peak service for Route 540 to address this issue.
- Identify and make capital investments that support future bus-rail integration at UW Station.
- Evaluate the ST Express bus service changes that are necessary to serve future growth in the Totem Lake Urban Center, including connections to the growing employment center at South Lake Union.

**PR-1: System Access Program to fund research, analysis and implementation of facilities for one or more modes, including pedestrians, bicyclists, transit and private vehicles, to improve access to the HCT system.**

Kirkland is supportive of this program and would like to ensure specific details are included in the project template.

- Rename this project to "System Access and Integration Program." This change broadens the scope and brings it into alignment with current integration initiatives.
- Increased emphasis should be placed on rail-bus integration. For example, identification, planning, and implementation of mitigation measures, should removal of Route 255 from the Downtown Seattle Transit Tunnel be necessary.

- Sound Transit should work with cities to identify and fund pedestrian and bicycle access improvements up to ½ mile and 2 miles respectively from ST stations.
- Because more riders will be accessing Sound Transit service by bicycle, the extra demand must be quantified and capacity for carrying bicycles on Sound Transit must be set to meet the increased demand.
- Update station design standards with an emphasis on how to develop high-quality, seamless transfers between Light Rail and buses.
- This program should include both future HCT stations as well as existing HCT stations.

**PR-3: Transit Oriented Development (TOD) Program to fund planning and due diligence of transit-supportive land use activities**

Kirkland is supportive of this program, however a broader scope is desired, including both active participation and support of TOD planning and implementation. The City of Kirkland encourages Sound Transit to take the following steps:

- Partner with WSDOT and the City of Kirkland to develop TOD at the Kingsgate and Houghton park and rides with the goals of increasing ridership, increasing park and ride capacity and advancing socio-economic equity.
- Actively participate in and support City of Kirkland planning initiatives around existing and future HCT stations, including land use and transportation planning, especially in the Totem Lake area.
- Locate HCT stations in TOD supportive places.
- Work with The Village at Totem Lake LLC on how mall redevelopment and HCT investments can complement one another.

**PR-6: Northern Lake Washington HCT Crossing Study**

Kirkland would like the scope of this study expanded to include near- and mid-term investments that would improve cross-lake travel between Kirkland and Seattle. Investments could include improvements to existing bus service, new direct access ramps, HOV to HOV flyover ramps between SR 520 and I-405, etc.

**PR-2: Innovation & Technology Program: Program to fund research, analysis and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service and enhance regional mobility outside of new investments in large capital projects.**

Kirkland is very supportive of developing innovative ways in which technology can increase the use of transit. This includes tools such as Pronto Bike Share or real-time parking availability information at

Transit Centers and Park and Rides. Improvements to rider facilities such as improved lighting, shelters and next bus arrival information should also be included in this project.

**SP-3: Light Rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond (Per the Record of Decision)**

This project is the final extension of the East Link spine and Kirkland is supportive of this project as a key ST3 priority.

Once again, I would like to thank you and the Sound Transit Board for the opportunity to comment. The City of Kirkland looks forward to continued collaboration between our organizations, particularly during this critical time when potential projects are being scoped and evaluated. Working together in partnership between Sound Transit, King County Metro Transit, and subarea cities, I believe we can create a project list that voters will support and which will meet our region's long-term public transportation needs.

Sincerely,



Amy Walen  
Mayor, City of Kirkland

Enclosures: (18)

cc: Sound Transit Board of Directors  
Claudia Balducci, Mayor, City of Bellevue  
Bellevue City Council  
Fred Butler, Mayor, City of Issaquah  
Issaquah City Council  
John Marchione, Mayor, City of Redmond  
Redmond City Council  
Ben Yazici, City Manager, City of Sammamish  
Sammamish City Council  
King County Council  
Kirkland City Council  
Kurt Triplett, City Manager, City of Kirkland  
Kathy Brown, Public Works Director, City of Kirkland  
David Godfrey, Transportation Manager, City of Kirkland  
Lorrie McKay, Intergovernmental Relations Manager, City of Kirkland

Figure 1:

Exhibit ES-1: Level 2 Evaluation Alternatives

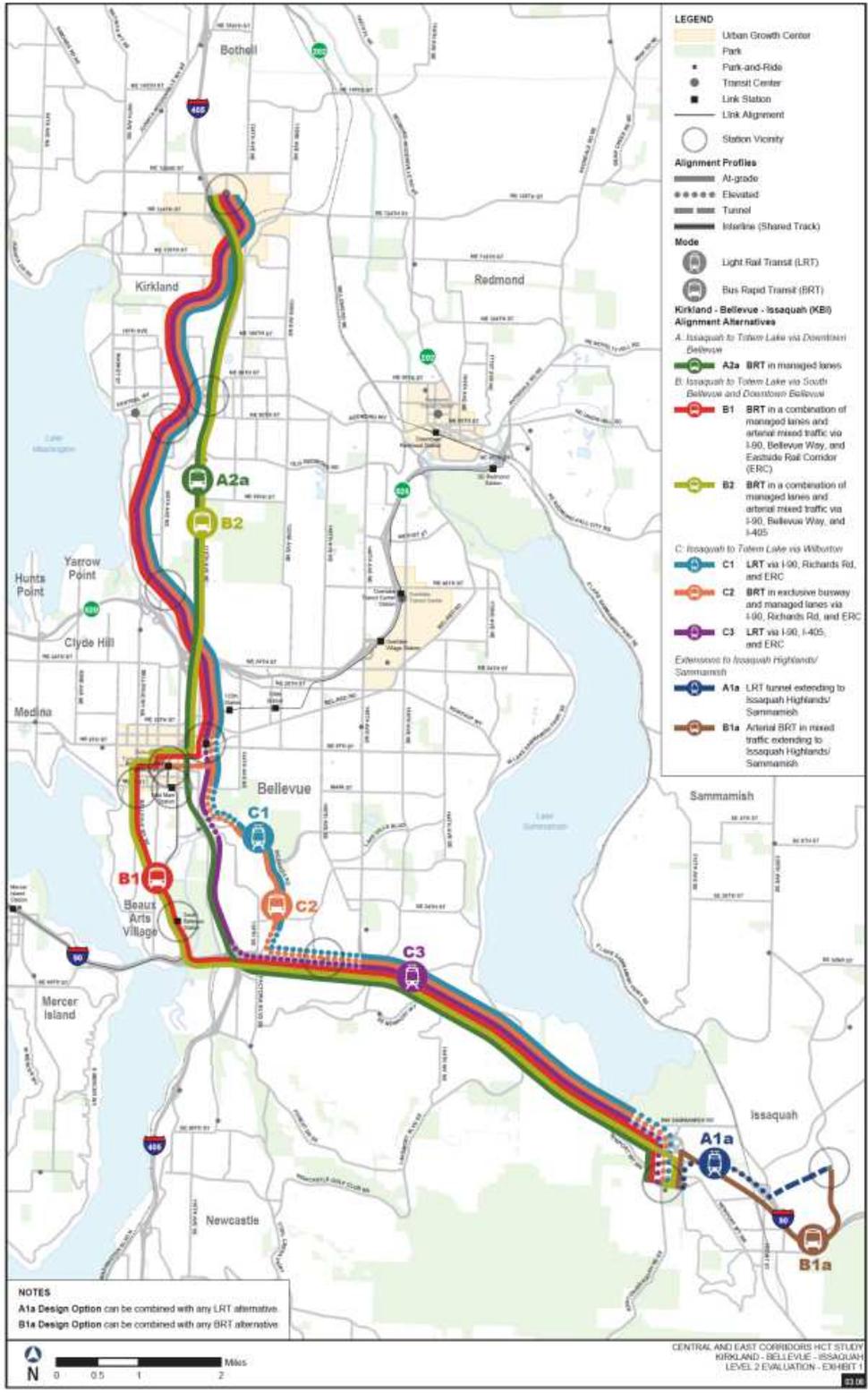
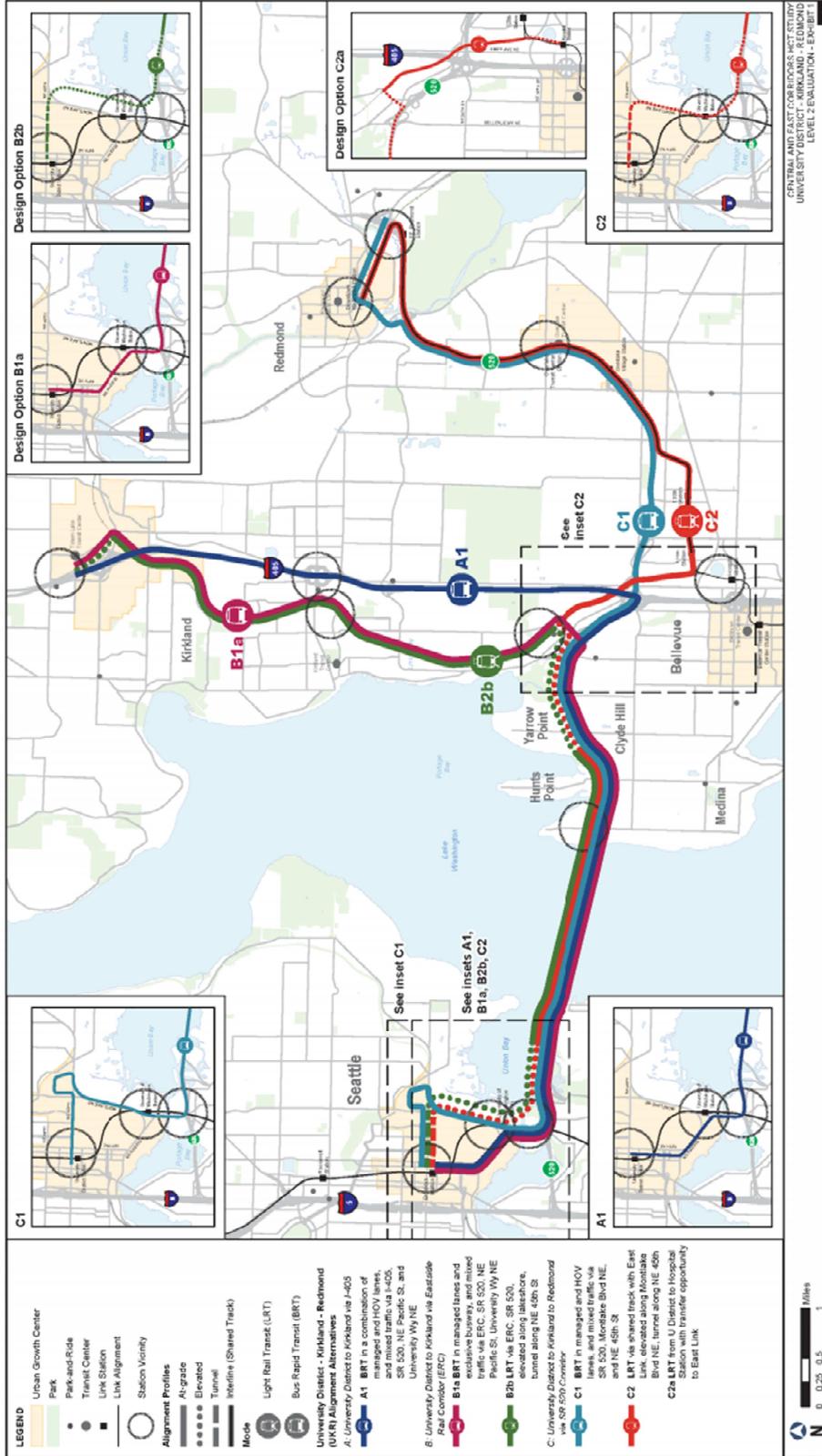


Figure 2:

Exhibit 4. Level 2 Alternatives



June 9, 2015



Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

**RE: City of Kirkland's Comments on the Sound Transit 3 (ST3) Priority Project List**

Dear Executive Constantine,

I am writing to you in your role as Chair of the Sound Transit Board, as well as in your role as King County Executive, providing regional leadership in transit planning. The City of Kirkland has been tracking the ST3 Long Range Plan updates process with interest and appreciates that Sound Transit staff has engaged the City of Kirkland and other stakeholders throughout the process. In December 2014 the Sound Transit Board adopted an updated Long Range Plan (LRP), which is a required element of Sound Transit's authorizing legislation.

I would like to take this opportunity to provide you with input on the ST3 Project Priority List (PPL). The LRP is a blueprint for the long-term vision of the region's High Capacity Transit (HCT) network. In and around Kirkland, the LRP identifies transit on the following corridors:

- **SR 520:** Regional express bus and/or HCT from the Seattle side of SR 520 to Redmond
- **I-405:** Regional express bus, bus rapid transit (BRT), and/or light rail (LRT)
- **Eastside Rail Corridor:** HCT from SR 522 to SR 520 serving the Totem Lake Urban Center and South Kirkland Park and Ride
- **SR 522:** Regional express bus and/or HCT from I-5/NE 145th Street to I-405

The LRP update leveraged corridor studies, which included studies of the Eastside Rail Corridor (LRT, BRT, and commuter rail), I-405 BRT, Kirkland-Bellevue-Issaquah (LRT and BRT), and University District-Kirkland-Redmond (LRT and BRT).

Currently the Sound Transit Board is developing a draft Priority Project List, which begins to narrow down the corridors and modes that will be considered for an updated System Plan. The System Plan could then be taken to the voters as an ST3 package in November 2016. A staff draft of the PPL was presented to the Sound Transit Executive Committee on May 7th and included completion of LRT to downtown Redmond, I-405 BRT and LRT from Totem Lake to Issaquah via the ERC and I-90.

Over the next months the City of Kirkland will engage with Sound Transit, as well as other Eastside cities, to suggest potential additions or changes to the PPL. Once the PPL has been developed, the City of Kirkland would like to actively work with Sound Transit to further refine projects on the PPL to ensure the best possible projects are considered for the System Plan.

The City of Kirkland eagerly looks forward to supporting an ST3 package that delivers improved transit service to the City's residents. Kirkland has long supported regional transit investments including Sound Move and ST2 because transit is key to the Kirkland's land use, economic development, livability, and

sustainability goals. Kirkland has a long tradition of investing in the quality of life of its communities, and a ST3 package that meaningfully advances HCT service through Kirkland would provide a much needed alternative to driving.

The City of Kirkland looks forward to increased transit oriented development (TOD), especially in the Totem Lake Urban Center where HCT investments could be a catalyst for development. Currently roughly one-third of Kirkland's employment is in Totem Lake and as the City grows, a greater share of housing and employment growth must occur in Totem Lake. By 2031 nearly half of Kirkland's employment is planned for the Totem Lake Urban Center.

### **ST3 Priority Project List Comments**

City of Kirkland staff has synthesized its major comments on the PPL in the list below. This list does its best to present the City's priorities in a brief and simple way. City of Kirkland staff and I look forward to working directly with the Sound Transit Board and the Sound Transit staff to discuss these priorities. Kirkland staff will also be developing additional details to be presented at future points in the public process.

- **Identify the Financial Capacity of the Eastside.** The City would like to understand the financial capacity of the East Subarea under both the House and Senate proposals as this will influence the City's priorities moving forward. Kirkland understands there is a limit to the dollars that can be allocated to the eastside and will prioritize projects based on financial realities.
- **Advance ST2 Investments.** Deliver on investments and planning from Sound Move and ST2. Completing investments in I-405 BRT is a key priority of the City with improved access for Kirkland residents at NE 85<sup>th</sup> Street and the southern portion of the Totem Lake Urban Center. The extension of East Link to downtown Redmond should also be a strong priority, as should an HCT connection from Issaquah to Bellevue.
- **Connect Downtown Kirkland, Google, and the 6<sup>th</sup> Street corridor to regional transit service on I-405.** Downtown Kirkland is one of the densest and most established historic downtowns on the Eastside and development projects are underway that will bring thousands of new jobs and hundreds of new housing units to Downtown Kirkland and the 6<sup>th</sup> Street within the next five years. ST3 must provide a high-quality connection between these areas and regional transit service on I-405. Fixed guideway connections or people movers to the corridors are potential solutions. The City would like to work with Sound Transit to identify ways in which access to regional transit service can be accomplished.
- **Consider BRT as well as LRT along the Eastside Rail Corridor between Totem Lake, Bellevue and Issaquah.** The City would like to see both BRT and LRT included in the PPL, with one of these two HCT projects included in a final ST3 package. The potential revenue constraints to funding LRT along the ERC makes it prudent to keep lower cost options like BRT on the table. The city requests that Sound Transit work with the City to better develop these concepts including routing through Downtown Kirkland and the Totem Lake area.
- **Support TOD in the Totem Lake Urban Center.** The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake Urban Center at the heart of this goal. This includes both TOD on publically owned land, such as the Kingsgate P&R, but also TOD on privately owned land. Improved access to HCT, beyond that provided by the Totem Lake Freeway Station, could help catalyze development in the Totem

Lake area. Recommendations of the Growing Transit Communities partnership (of which Kirkland is a member) should guide these investments.

- **Provide additional detail for some projects on the priority project list.** It is hard for the City to respond to the bus based aspects of the PPL due to the lack of detail. Even with a build out of the HCT system a variety of Eastside corridors will still have Express Bus service. For example the City would like AC-5 (I-405 BRT) to be better defined in the PPL including capital investments and service patterns. Project ES-6 (ST Express service) is another project in which additional detail in the PPL is important for the City. The City will provide more detailed feedback on these projects at a later date.
- **Invest in an integrated transit network.** Much of the City's transit service is provided by King County Metro. As the region's HCT network grows, change to some of Kirkland's core routes, particularly the 255, could be made. The City requests that Sound Transit, Metro and other partners work together to better detail these potential changes and identify investments that can be made as part of ST3 to develop a seamless and integrated transit network in the future. Capital investments such as freeway stations, direct access ramps, transfer station improvements, and speed/reliability improvements should all be considered.

Sincerely,



Amy Walen  
Mayor, City of Kirkland

cc: Sound Transit Board  
King County Council  
Bellevue City Council  
Kirkland City Council

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*Business  
Community  
Lifestyle*

June 25, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
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Dear Executive Constantine,

On behalf of the business owners and residents of Kirkland, I want to reinforce the City of Kirkland's positions with a particular focus on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. And Kirkland is expanding; so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents.

Nearby, along the 6<sup>th</sup> Street corridor, another area the City has identified for improved transit connections is where the Google campus is, which is doubling its footprint. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the Executive Director of the Greater Kirkland Chamber of Commerce, I work to keep downtown Kirkland vibrant. As we work together toward solutions to our limited parking downtown, I see our merchants, restaurant owners, and service providers struggling to keep their doors open. Their success is directly linked to the convenience for their customers to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our merchants have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,



Bruce Wynn

Executive Director

Greater Kirkland Chamber of Commerce

Statements from owners of stores in downtown Kirkland

“Per our conversation, I do support the connector at 85th and 405. Kirkland needs to plan for the future, we need to be accessible to people without putting more cars on the roads.”

- **Beverly Maes**  
**Seduce Boutique**

“Thanks for explaining and bringing to my attention the Sound Transit Connector. We certainly can use more access to downtown Kirkland. The east-side is growing, and the surface streets have very little capacity to expand. Let's have a connector at 85th, to allow mass transit access to Kirkland downtown!”

- **Jerry Morris**  
**Asher Goods**

“Kirkland downtown really needs to have a way for people to visit via transit. Our parking is overloaded, we must find an alternate way to bring people to town. This is vital for the future Kirkland. A transit connector at 405 & 85 will fill a significant need. Please plan for future transit to Kirkland!”

- **Heather Sullivan**  
**Hepburn and Haley's Cottage Boutiques**

“Future transportation plans must include a connector from I-405 to downtown Kirkland. The waterfront needs to have viable access to mass transit along the 405 corridor. Yes, I think an I-405 connector at 85<sup>th</sup> street is vital to promote transit utilization in Kirkland.”

- **Doug Davis**  
**Hallmark Realty**

“Downtown has a severe lack of parking, and future density will cause even more pressure on local parking. We need to facilitate mass transit utilization in Downtown Kirkland. A Connector from I-405 is a vital need for Kirkland's residents and businesses in the future.”

- **Yakov Gorshkov**  
**Seattle Thread Company**

“Downtown businesses need visitors in order to survive. Currently most visitors arrive by car. In order to change this, we need a public transit system to bring people along 405 and into the waterfront area. Please consider a transit connector at 85th and 405, it makes sense!”

- **Vince Issacson**  
**Lake Street Diamond**

``Crush Footwear supports the idea of a transit connector at 405 and 85th. As the east-side grows, transit will be more vital to those who want to access the waterfront. Downtown businesses count on visitors as a significant portion of our revenue, and we need to find alternate ways for visitors to travel to Kirkland. We must plan for transit visitors to access downtown!''

- **Neal and Rhonda Hughes**  
**Crush Shoes**

``We are happy to hear that the City of Kirkland is working towards transit solutions to our growing density. I support the idea of a connector at 85th & I405, and a public transport plan to bring people into downtown Kirkland from that junction. We've all done so much to encourage growth, including the upgrades to Park Lane--it would be a huge mistake to be excluded from the future artery that will provide non-auto access to our community. With all the residential units, commercial activity and public events, parking is already stretched to the max, so we need to be thinking of ways to facilitate traffic without the frustration of parking issues.''

- **Pat Howard**  
**Howard Manville Gallery**

``Thank you for helping me understand the issues surrounding I-405 and the Sound Transit plans. Kirkland's streets are already crowded. In order to encourage people to leave their cars at home, we must provide another option for them to reach Kirkland downtown. If 405 is going to be the backbone of transport on the east-side for Sound transit, downtown Kirkland must have a direct link to that backbone at 85th and 405! As a business manager, I think it's imperative Kirkland does not get passed by!!! Thanks for raising awareness!''

- **Lana Magnan**  
**Maison DeLille**

``Thank you for outlining some of Kirkland's and Sound transits plans for east-side traffic. 405 is already the major carrier of traffic through the East-side. We need to plan for a way to allow the employees and visitors to move from downtown Kirkland to the 405 traffic stream. A connector at 85th street would be perfect!''

- **Kara E. Brodman**  
**Essentials Boutique LLC**

``Thank you for outlining some of Kirkland's and Sound transits plans for eat-side traffic. 405 is already the major carrier of traffic through the East-side. We need to plan for a way to allow the employees and visitors to move from downtown Kirkland to the 405 traffic stream. A connector at 85th street would be perfect!''

- **Shelley Cribby**  
**Broker Care/Concierge**



July 8, 2015

Sound Transit Board  
King County Executive Dow Constantine  
C/O Board Administrator  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Dear Executive Constantine,

We are writing to you in your role as Chair of the Sound Transit Board and as the Managing Principals of Talon Private Capital, a local developer responsible for the 1.2 million square foot redevelopment of Kirkland Park Place in Kirkland's historic central business district. When fully built, Kirkland Park Place will have 650,000 square feet of new office, 200,000 square feet of destination retail and 300 multi-family units of which 10% will be affordable units. This redeveloped mixed use project will bring at least 5,000 new highly paid office workers to Kirkland and 400 – 500 new permanent residents.

To attract new residents, workers, and retailers to this project, it is critically important to have strong transit connections and that is why we are strong supporters of the City of Kirkland's priorities for Sound Transit 3. The high tech companies that locate in Kirkland want more and better connections to the just completed Cross Kirkland Corridor, I-405, and regional transit service. With Talon's \$500 million project starting in early 2016, now is the time to have meaningful discussions about better connecting downtown Kirkland to the regional transit network just east of Kirkland's central business district.

We would welcome the opportunity to discuss our project in greater detail with appropriate Sound Transit staff and the City of Kirkland so you can make the most informed decision on your priority project list.

Sincerely,

A handwritten signature in black ink, appearing to read "William Pollard", written in a cursive style.

William Pollard

A handwritten signature in black ink, appearing to read "James Neal", written in a cursive style.

James Neal

Cc: Lorrie McKay, City of Kirkland Intergovernmental Relations Manager

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416 6<sup>th</sup> Street South  
Kirkland WA 98033  
425.947.2676  
[www.nytec.com](http://www.nytec.com)

June 26, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 Jackson Street  
Seattle, WA 98104

Dear Sound Transit Board Members,

I am writing in support of the City's positions in regards to the ST3 Priority Project List. As Mayor Amy Walen's letter indicates, the City is most interested in making sure that the Kirkland downtown, the 6th Street Corridor and the Totem Lake Urban Center are connected to regional transit service on I-405, and has expressed interest in working with Sound Transit on ways in which access or connections to regional transit might be accomplished.

As a Kirkland resident and business leader, I cannot stress enough the significant needs to incorporate the transit system within the lifelines of the Kirkland community. As Kirkland continues to provide jobs and residence for high-impact industries, we need to be prepared not only for our city's growth, but maintain a well-defined, scalable infrastructure that continues to attract, support and serve our future residence and employees.

Nytec turned 40 this year and celebrated by launching its new headquarters on 6th Street, South. Nytec's investment and commitment in the Kirkland community was based heavily on the forward thinking planning and projection of the community leaders, as reflected in the Kirkland 2035 roadmap, that I personally embrace with open arms. A main staple in the vision is the commitment and support of other local leaders and the transit authority.

Nytec's employees, as do many other businesses in the community rely heavily on mass transit and a well-defined traffic grids providing easy and seamless access to centralize thoroughfares, direct access ramps, transfer station improvements and speed/reliability improvements. In addition, transportation benefits have become a significant driver in employee compensation plans and an employee's decision to accept employment overall.

Respectfully yours,

**Richard Lerz**

CEO  
Nytec, Inc.

O 425.250.6812  
C 206.755.2281

cc:  
City of Kirkland  
c/o Lorrie McKay  
Intergovernmental Relations Manager

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June 25, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine,

As the President of the Greater Kirkland Chamber of Commerce, and owner of the Kirkland Parkplace Cinemas, I want to reinforce the City of Kirkland and the Kirkland Chamber positions on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. Kirkland is expanding so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents. All of this development is in downtown Kirkland.

Nearby, along the 6<sup>th</sup> Street corridor, another area the City has identified for improved transit connections is where the Google campus is, which is doubling its footprint. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the President of the Greater Kirkland Chamber of Commerce, I care about Kirkland staying vibrant and attractive to current and future businesses. As we work together toward solutions to our limited parking downtown, I see our merchants, business owners, and service providers struggling with our ever limited access to downtown. Their success is directly linked to the convenience for their employees to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

401 Parkplace, Suite 105  
Kirkland, WA 98033  
Tel: 425.827.7789  
Fax: 425.827.3929

Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our businesses have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,

Jeff Cole

Owner

Kirkland Parkplace Cinemas



Dear Executive Constantine,

The Kirkland Performance Center brings people from every corner of King County. We need to make access to our downtown performance space easier. Therefore, I want to reinforce the City of Kirkland and the Kirkland Chamber of Commerce positions with their focus on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. Kirkland is expanding so the need is growing for transit that is accessible, reliable and satisfies employee, visitors and resident requirements. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the Executive Director of the Kirkland Performance Center, I want to keep downtown Kirkland vibrant and attractive to my audience, who also visit restaurants and shops prior to and after a performance. As we work together toward solutions to our limited parking downtown, I see our merchants, restaurant owners, and service providers struggling to keep their doors open. Their success is directly linked to the convenience for their customers to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

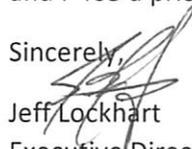
We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

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The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our merchants have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,



Jeff Lockhart  
Executive Director  
Kirkland Performance Center

350 Kirkland Avenue, Kirkland, WA 98033

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THE  HEATHMAN HOTEL

July 6, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine,

As an Executive Board Member of the Kirkland Downtown Association, and the General Manager of Kirkland's only downtown luxury hotel, I am writing in support to reinforce the City of Kirkland's positions on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

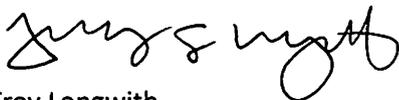
For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. And Kirkland is expanding; so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When a tourist or employee gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland.

Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,



Troy Longwith  
General Manager  
The Heathman Hotel Kirkland

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July 2, 2015

Sound Transit Board  
401 S. Jackson St.  
Seattle, WA 98104

Re: Support for City of Kirkland's Comments on the Sound Transit 3 (ST3) Priority List

Dear Sound Transit Board:

This letter is in support of the City of Kirkland's position regarding the ST3 Priority List. The City is most interested in making sure that Kirkland Downtown, the 6<sup>th</sup> Street corridor, and the Totem Lake Urban Center are connected to regional transit service on I-405.

As you may know, Northwest University is located in the center of Kirkland, just a few blocks south of the 6<sup>th</sup> Street corridor. (6<sup>th</sup> street in Kirkland turns into 108<sup>th</sup> Avenue NE, where the University main campus is located). We are a dynamic and growing University. We have over 900 students in our day-time program and almost 550 in our evening graduate and undergraduate programs. Most of our 150 full-time employees work on the Kirkland campus. In addition, we have nearly 70 part-time employees and over 300 adjunct faculty who compute to the Kirkland campus. We expect our enrollment and employment to continue to grow.

Many of our students and employees depend on public transportation. For example, a number of our students have part-time employment or internships that are located in downtown Seattle or Bellevue. These students rely on Sound Transit for travel to and from work and their dormitory on campus, during peak and off-peak hours. Most of our international students do not have their own car and must also use the public bus.

Finally, public transportation plays a key role in our ability to attract qualified employees. An integrated transit network on I-405, with improved transfer stations, increased speed and reliability, would encourage employees to use public transit instead of a private vehicle.

Sincerely,



John Jordan, CFO  
Northwest University  
55220 108<sup>th</sup> Ave. NE  
Kirkland, WA 98033

cc: Lorrie McKay, City of Kirkland

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June 29, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
C/o Board Administrator  
Sound Transit  
401 S. Jackson Street  
Seattle WA 98104

Dear Executive Constantine,

I am writing to thank you and the Sound Transit Board for the opportunity to comment on Sound Transit 3 (ST3) Priority Project List.

LWTech's main campus is located in Kirkland with a branch campus in Redmond. Our Kirkland campus serves an average of 4,500 students per quarter with a staff of 566 including over 200 part-time faculty, some of whom teach at multiple colleges.

Roughly 41 percent of our students are working at least part-time, and 28 percent have minor children. To serve so many working students we offer classes beginning as early as 6:30 a.m. and going as late as 10:00 p.m. The college offers unique programs such as Funeral Service Education (the only program in the state) and has students traveling to campus from over 100 separate zip codes. These students need reliable and frequent public transportation to get between work, school and home.

Currently there is one bus route serving our Kirkland campus. It runs hourly with service that ends before 7:00 p.m. The infrequency of the service combined with the lack of nighttime coverage has caused public transit to cease to be an option for most of our students. The most recent cut to our service was not the first cut, and with each cut ridership has gone down. This is counterproductive to the regions commute trip reduction plans.

The Lake Washington Institute of Technology (LWTech) supports the objectives outlined in Kirkland Mayor Amy Walen's letter to you dated June 9, 2015. We support the Mayor's desire for Sound Transit and Metro to work together to create a seamless, integrated regional transit network and make necessary investments such as freeway stations, direct access ramps, transfer station improvements and speed/reliability improvements where needed.

To provide better service for our students and staff we support consideration of bus rapid transit and light rail on I-405 to provide regional connections, and also connections between I-405 and the

Totem Lake Urban Center as well as other major business districts. LWTech is on the edge of the Totem Lake business district with a proposal before the Kirkland Planning Commission and City Council to be included in the Totem Lake Urban Center. Connections between an I-405 stop in Totem Lake and our Kirkland campus would be most helpful, and we note the City of Kirkland is interested in cooperating with Sound Transit on the analysis of connector options.

We support an analysis of the Cross Kirkland Corridor as another transit option. We expect that many commuters would opt for the alternate north-south route through Kirkland including our students and staff and some form of transportation on the Corridor makes sense. LWTech offers a baccalaureate degree in Transportation and Logistics Management (BTLM). It would provide a great learning opportunity for our BTLM students to participate in such a study.

We also support the Mayor's request for transit oriented development (TOD) at the current Park & Ride in Totem Lake as it is an opportunity for our students, who often balance work, school and family, to access affordable housing near our campus and limit long commutes.

Sincerely,

A handwritten signature in cursive script, appearing to read "AM. Goings".

Dr. Amy Morrison Goings  
President

CC: Amy Walen, Mayor of Kirkland  
Kurt Triplett, Kirkland City Manager

July 6, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine

As the owner of two retail stores in downtown Kirkland for almost 10 years, I saw a significant increase in residential and traffic around downtown Kirkland. To keep Kirkland vibrant and energize, I would like to ask that you consider adding a Transit stop/connector at NE 85<sup>th</sup> and I-405 so people may make a stop and use public transportation instead of driving into downtown.

Sincerely,

A Suraphong Liengboonlertchia  
Simplicity Decor & Simplicity ABC

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July 2, 2015

King County Executive Dow Constantine  
Sound Transit Board Chair  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Re: Rapid ride Sound Transit stop at NE 85th and I-405

Dear Dow:

I am an attorney with an office in downtown Kirkland since 1992 and have lived in Kirkland since 1982. I have experienced the growth in traffic over this time and especially the increased congestion along Central Way/NE 85<sup>th</sup>. I am particularly concerned about how this impacts our local businesses and am a supporter of the growth of light rail.

I ask that Sound Transit add a rapid ride stop at NE 85th and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

Thanks for your leadership of Sound Transit.

Very truly yours,



Walter R. Krueger

WRK/hs

M:\A-K\KIRKLAND CHAMBER OF COMMERCE\LTR - SOUND TRANSIT 85TH & I-405.DOTX

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Sound Transit Board Letter

July 7, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 Jackson Street  
Seattle, WA 98104  
[EmailTheBoard@soundtransit.org](mailto:EmailTheBoard@soundtransit.org)

Dear Board Members:

I am writing to you today to support the City of Kirkland's positions regarding the Sound Transit 3 priority project list as outlined in Mayor Amy Walen's letter to you of June 9. Like Mayor Walen, we, too, believe a well-planned transit system is fundamental to Kirkland's land use, economic development, sustainability, and livability goals.

We say that as stewards of one of Kirkland's leading employers as well as the public hospital district serving the Eastside. As employers, we know that public transit is important to the well-being of a substantial portion of our employees who live throughout the Eastside. In fact, more than 500 of our employees – about 13% of our workforce – use the EvergreenHealth ORCA card to get to and from work every day. They are joined by countless patients, families, and visitors who also use the public transit system to get to our facilities that now stretch from Kirkland to Monroe, to Canyon Park, to Duvall, Kenmore, Redmond, Sammamish, and Woodinville.

As stewards, too, of this community's public hospital, we also believe a robust mass transit system as described in Mayor Walen's letter is critical to the public health of our community as well as to its quality of life. A well-functioning mass transit system is a cleaner, safer alternative to single motor vehicle transportation. It is also the alternative that more of our community will come to depend on as our citizens become older, and those older than 65 are now the fastest growing age cohort in the areas served by EvergreenHealth.

For these reasons, we ask that you give full and careful consideration to the priority projects Mayor Walen described in her letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Kay Taylor".

Kay Taylor  
Vice President of Marketing, Communications and Public Relations

[evergreenhealth.com](http://evergreenhealth.com)

12040 NE 128th Street  
Kirkland, WA 98034-3098

Phone  
425 . 899 . 1000

Fax:  
425 . 899 . 1999

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CALIFORNIA  
1600 EAST FRANKLIN AVENUE  
EL SEGUNDO, CA 90245  
PHONE 310.563.6900  
FAX 310.563.6905

OREGON  
7455 SW BRIDGEPORT ROAD  
SUITE 205  
TIGARD, OR 97224  
PHONE 503.968.8940  
FAX 503.968.8047

WWW.CENTERCAL.COM

July 7, 2015

Sound Transit Board  
c/o Board Administrator  
401 Jackson Street  
Seattle, WA 98104

Dear Board Members:

I am writing today to support the City of Kirkland's positions regarding the Sound Transit 3 priority project list as outlined in Mayor Amy Walen's letter to the Board dated June 9, 2015. As owners and developers of the Village at Totem Lake, a joint venture between CenterCal and PCCP, LLC, we plan to invest an estimated \$200 million to redevelop the 40-year old mall into a mixed-use center, increasing the mall space from 290,000sf to 650,000sf, providing housing, retail and entertainment uses, while bringing a sense of place and village feel to the area.

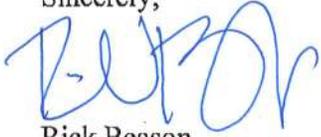
Connectivity is a key ingredient to the success of the Totem Lake Urban Center and to our project. Connecting the Village at Totem Lake to the region and to other parts of Kirkland is critical to achieving CenterCal's vision. We support the Mayor's interest in the provision of a seamless and integrated transit network that knits together and improves upon our current regional transportation system. I-405 is a key portal to our development, and we support the Mayor's interest in Bus Rapid Transit (BRT) that connects Kirkland to other Eastside cities as well as to major east-west connections.

We are especially interested in supporting the Mayor's comments regarding transportation improvements to the Totem Lake Urban Center. We agree the Transit Oriented Development (TOD) is essential to the growth of this urban center and to the success of our redevelopment project.

We also support the City's interest to increased access with High Capacity Transit, (HCT) beyond that which is already in place to provide service to the mall and Evergreen Health. Most importantly, we support transit that includes service that would route through Totem Lake. Suburban development patterns require new ideas for connections. People movers whether on cable or guideway, some form of transit on the Cross Kirkland Corridor which threads through Totem Lake and borders our development, are all opportunities to connect people to goods, services, jobs and offer recreational benefits.

For all of these reasons we ask that you strongly support the priorities that are outlined in the Mayor's letter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Beason', written in a cursive style.

Rick Beason  
Vice-President, Development

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

RE: Light Rail from Kirkland's Totem Lake to Issaquah via Bellevue

Dear Executive Constantine,

We write to you as a united and bipartisan community, representing Democratic and Republican lawmakers, businesses and more from East King County.

We are thrilled to welcome the East Link light rail extension to the Eastside within the next decade.

As you now focus on crafting a ST3 package for voters, it is critical that Sound Transit build upon those successes – and include the entire project, from design to construction, of adding light rail from Totem Lake in Kirkland to Issaquah via Bellevue.

This project is already included in your "draft priority projects" list as E-03.

The Eastside continues to grow at a rapid pace, and much of that growth will be targeted in our designated Regional Growth Centers for housing and employment: Redmond, Kirkland, Bellevue and soon, Issaquah's downtown.

Looking forward, these centers will continue to be the Eastside's focus for dense, mixed-use development. They are also home to some of our state's largest employers.

With Redmond's light rail connection in our near future, we must now focus on connecting the rest of the Eastside's centers. Sound Transit's proposed light rail line does just that.

A Totem Lake-Bellevue-Issaquah light rail route will support our region's long-term vision for growth, boost our economy, generate jobs and relieve traffic congestion.

Let's continue this exciting momentum – and keep the Eastside moving.

Sincerely,



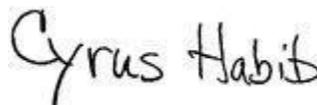
Senator Mark Mullet  
5<sup>th</sup> Legislative District



Senator Steve Litzow  
41<sup>st</sup> Legislative District



Senator Andy Hill  
45<sup>th</sup> Legislative District



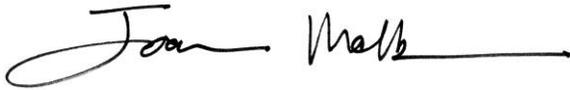
Senator Cyrus Habib  
48<sup>th</sup> Legislative District



Representative Tana Senn  
41<sup>st</sup> Legislative District



Councilmember Kathy Lambert  
King County Council District 3



Representative Joan McBride  
48<sup>th</sup> Legislative District



Mayor Amy Walen  
City of Kirkland



Representative Larry Springer  
45<sup>th</sup> Legislative District



Mayor Fred Butler  
City of Issaquah



Representative Roger Goodman  
45<sup>th</sup> Legislative District



## Sound Transit Phase 3 (ST3) System Plan Joint Interest Statement Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish July 14, 2015

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish share the following interests in the Sound Transit Phase 3 (ST3) System Plan. These shared interests are in addition to city-specific interest statements or comment letters that may be provided to Sound Transit.

**Fund Eastside needs** – ST3 must fully fund investments necessary to meet Eastside transit needs throughout the duration of the ST3 System Plan. The regional transit system must provide viable alternative travel options within the Eastside and connect the Eastside with the region.

**Connect regional growth centers within the Eastside** – Eastside cities have many common interests and goals and are interconnected both economically and geographically. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers. Much of the Eastside transit demand is for travel among Eastside centers and ST3 must invest in service to meet that travel demand.

- Complete the East Link spine to Downtown Redmond; this should be a primary goal of any ST3 package.
- Build light rail from Totem Lake to Issaquah via Bellevue to connect these Eastside regional growth centers with fast, frequent and reliable transit service; delivering this connection within the ST3 timeline is imperative. If light rail is beyond the financial capacity of the Eastside in ST3, then other HCT connections such as Bus Rapid Transit (BRT) should be implemented instead.
- Invest in High Capacity Transit (HCT) and additional Regional Express Service (REX) to ensure that people can travel within the Eastside and beyond.

**Connect the Eastside with the region** – ST3 should continue the legacy of strengthened connections between the Eastside and Snohomish County, South King County and Seattle.

- Implement high-quality BRT along I-405, consistent with but not limited to capital and operational investments identified in the I-405 Master Plan; improved access to I-405 BRT, including “last mile” connections and transit connections to activity centers must also be provided.
- Invest in enhanced and expanded Regional Express Service between Eastside cities and the region, including adding service to overcrowded and high ridership routes and implementing capital investments that improve the quality of these services including BRT type investments.

**Provide an integrated regional transit system with access enhancements** – Sound Transit, King County Metro, and cities must work together to develop a fully integrated regional transit system with enhanced access that supports local and regional plans.

- Integrate all Sound Transit and King County Metro transit service into a regional network that seamlessly connects light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.
- Invest in Transit Oriented Development (TOD) to support High Capacity Transit by becoming an early and active partner in TOD and participate in subarea planning as part of ST3.
- Fund non-motorized station access improvements, such as pedestrian and bicycle facilities, in ST3 and identify them early in project planning and design.
- Advance performance-based initiatives in ST3 that maximize the utilization of existing Park-and-Ride lots and provide increased capacity where appropriate.

**Support system expansion** – Provide operational services, capital improvements and future planning to support the expanded regional transit system.

- Provide facilities and services necessary to operate and maintain the expanded regional transit system, with facility and service planning completed early in the process.
- Lay the foundation for the next phase of regional transit investments by funding studies of future system upgrades and extensions as part of the ST3 System Plan.