



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: December 4, 2006

Subject: DOWNTOWN TRANSIT CENTER – DESIGN APPROACH

RECOMMENDATION:

It is recommended that the City Council approve the proposed design approach which has been mutually developed by Sound Transit and Kirkland staff.

BACKGROUND AND DISCUSSION:

Sound Transit is funding the design and construction of a new Downtown Transit Center on Third Street between Central Way and Kirkland Avenue. This site was selected after considering a number of other locations in the Downtown. Since the fall of 2005, Sound Transit, King County Metro, and the City of Kirkland have been conducting a community process to gather important issues, identify constraints, and to establish goals for the new Transit Center. After considering a number of factors, a preferred footprint for the facility was presented to the City Council on October 3, 2006 as Option A.5-3 (Attachment A).

Staff presented the preferred alternative in order to ascertain additional concerns and to gain concurrence from the Council prior to presenting it to the community at large. At the conclusion of the meeting, with an understanding that there would be resolution of the issues identified, Staff was given approval to move forward with a presentation of the option as the preferred alternative.

Issues identified at the October 3, 2006 Council meeting included: exploring a two-way scenario for Park Lane and for the alley between the Antique Mall and the new hotel, defining excellent amenities for the new Transit Center during design, developing significant improvements in light of the take of Peter Kirk Park with the footprint, and others. These issues will continue to be pursued during the design phases. The Council also requested in advance of the public open house to obtain copies of the arborist report on the trees along the eastern edge of the new Transit Center footprint, and for staking to be placed in the Park showing the proposed footprint. The arborist report has been provided, and the field staking was completed – this staking is still available in the Park.

A number of concerns were raised during and following presentations at the November public open house both by the public and various Council members. This memo summarizes the status of the project and is intended to address some of those expressed concerns.

The community process to date has been focused primarily on the selection of the **footprint** and the operational characteristics for the preferred alternative for the Transit Center. Although design concepts have emerged from the various stakeholder workshops and open houses, one such concept is even presented with the Option A.5-3 footprint, there has not been an opportunity for the community to consider and react to those concepts. With concurrence on an acceptable

footprint, Sound Transit has requested that next steps in the design process be identified in order to develop the preferred design. This preferred design will then be developed to a 30% design level and for environmental documentation.

In order to develop the next steps in the design process, a summary of key issues and questions which must be addressed by the project design team within the footprint of A.5-3 are as follows:

1. What is the look and feel of the new transit center?
 - What does "sense of place" look like? Give us sizzle.
 - What do the surrounding buildings and park land uses suggest as a theme?
 - What represents Kirkland (sails, waterfront, shipbuilding, art, natural environment, etc)?
 - Define how that is uniquely brought together in this Transit Center.
2. How will the project provide a design that offsets the Park impact?
 - Must provide in-kind compensation for the use of (~3,000 sf) Peter Kirk Park
 - specifically, how does the design offset the green space take
 - it has been a leap of faith to give up Park – show us a fabulous design
 - improve the Park/Transit Center interface/amenities
3. What are some themes that we have heard?
 - the Transit Center gets better with age
 - Look to the future, respects the past
 - Eyes on the street
 - What are features in other great transit centers – help us out, we haven't seen them yet
 - What is the art budget, how is it incorporated?
 - Real time bus information
4. Technical questions
 - Park Lane one-way or two-way vs the ped crossing impact trade offs; alley one-way or two-way; can it physically occur
 - Will saw-tooth work on southwest bay?
 - Enhanced lighting up/down, use pedestrian standards we have
 - Canopies (shelter/plaza/Redmond Town Center)
 - Gateways on either end of transit center ("welcome to downtown Kirkland")
 - Materials
 - Library/garage wall and interface (loss of landscape softening)

Kirkland staff has met with Sound Transit staff and have agreed to recommend a design process which envisions completing final design at the end of 2008 and construction following in 2009. The proposed next steps, after the December 12 discussion with Council regarding process, will be:

- The design team with staff input would assemble 2-3 architectural themes/options that represent the vast community input to date, identify examples of finishes (other transit center features, types of paving motifs, shelters, landscaping, etc), line drawings and vertical elements will be developed
- These 2-3 somewhat refined themes would be presented at a Council study session and discussed
- These themes would then be presented to the Community for their input/refinement
- The design team will summarize the input and assemble a final alternative which can be presented
- At the conclusion of this 2-3 month process, Council would be asked to concur with the Option A.5.3 as the preferred DESIGN and at that time approve use of the Park.
- 30% design and SEPA would then follow
- Additional input into the design and features will continue through final design



ATTACHMENT A

Illustrative Site Plan

Option A.5-3
Enhanced Existing Transit Center
 (7' Median for 3rd Street with One-way for Park Lane)



INCA

HEWITT
ARCHITECTS



Kirkland Transit Center
 October 3, 2006