



CITY OF KIRKLAND

CITY COUNCIL

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KIRKLAND CITY COUNCIL SPECIAL STUDY SESSION

**Kirkland City Hall
Peter Kirk Room
123 5th Avenue**

**Monday, February 26, 2007
7:00 – 9:00 p.m.**

AGENDA

1. Call to Order
2. Roll Call
3. Kirkland Transit Center Design Concepts
4. Adjournment



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

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MEMORANDUM

To: David Ramsay, City Manager

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

Date: February 15, 2007

Subject: KIRKLAND TRANSIT CENTER – DESIGN CONCEPTS

RECOMMENDATION:

It is recommended that the City Council conduct a study session on the proposed design concepts for the Kirkland Transit Center.

BACKGROUND AND DISCUSSION:

Sound Transit has directed their Kirkland Transit Center design team to develop various design concepts for the new downtown transit center. In January 2007, the team met with City staff and began the process of defining concepts that could be presented to the City Council and the community.

Four unique concepts have been assembled and this study session will be an opportunity to present the concepts and to discuss details with the Council. These concepts will be refined, potentially narrowed down, and presented to the community at a public open house in early Spring 2007. A final design concept will be recommended to the City Council in April 2007.

The attached memorandum from Sound Transit summarizes the proposed design concepts.

Kirkland Transit Center – Design Themes Goals, Amenities and Concepts

February 16, 2007

Part 1

Amenities Provided in All Architectural Design Themes

The new Kirkland Transit Center will be located along Third Street between Kirkland Avenue and Central Way where King County/METRO operates the existing Downtown Kirkland Transit Center. All of the following proposed Architectural Design Themes begin with the footprint and operational characteristics of the previously developed Option A.5-3 (Attachment A). Option A.5-3, developed by the community after consideration of a number of factors, includes main features of: a center median and rail/barrier along the majority of Third Street to minimize jay-walking and calm vehicular traffic using Third Street, right-in-right-out restrictions for all driveways along this portion of Third Street, a new traffic signal at the intersection of Third Street and Kirkland Avenue, and encroachment into Peter Kirk Park property by approximately 3000 square feet on the west side of the existing berm. Specific amenities to be provided (or identified as being specifically excluded) within all proposed Architectural Design Themes include:

- Four bus bays accommodating up to a total of ten buses
- Patron weather protection
- Landscaping (including significant replacement trees at Peter Kirk Park)
- Benches
- Bicycle lockers and/or bicycle racks
- New lighting (street and pedestrian)
- Signage / Wayfinding
- Public Art
- In-pavement or other similar alert lights at Park Lane/3rd Street Crosswalk
- New 4-way signal at Kirkland Way/3rd Street
- Conduit for a future signal at Park Lane/3rd Street
- Paving of streets and sidewalks / pedestrian areas
- Public telephone
- Variable Message Signs (with “next bus” information)
- Conduit for future installation of CCTV
- Trash receptacles
- Janitor’s Room / Maintenance Room
- Offsite signal improvements at NE 68th Street/108th Ave NE

Kirkland Transit Center

Goals, Amenities and Potential Architectural Themes (page 2 of 5)

Amenities that will not be provided at the Kirkland Transit Center

- Traffic Signal at 3rd Street / Park Lane intersection
- Additional Parking
- Security Office
- Passenger Restrooms
- Operator Restrooms
- Retail Space / Coffee Cart / Vending Machines
- Advertising
- Newspaper Racks / Vending Machines (design will anticipate possible future installation)
- Recycle Receptacles
- Ashtrays
- Emergency Telephone / Panic Buttons
- CCTV
- Public Address System

Part 2

Goals of the Architectural Design Themes

As established by the community and various stakeholders, the goals of potential Architectural Design Themes include:

- Emphasize Kirkland's commitment to pedestrian scale and pedestrian amenities
- Continue Kirkland's commitment to excellence in design and quality
- Identify and celebrate the location of the Transit Center
- Provide an exceptional civic space
- Provide opportunities for improvement in the western portions of Peter Kirk Park
- Enhance the perception of "connectedness" (symbolic linkage) between the downtown commercial core/waterfront proximity and Peter Kirk Park (and its adjacent civic uses)
- Strengthen the physical character of pedestrian links between the downtown commercial core and Peter Kirk Park (and its adjacent civic uses)

Part 3

Potential Architectural Design Themes

Four potential Architectural Design Themes are described below and include:

- Theme 1: Iconic Columns
- Theme 2: Park Pergola
- Theme 3: Park Gateway
- Theme 4: Urban Gateway

Theme 1: Iconic Columns

Architectural Theme:

Vertical, sculptural elements of landmark scale will be located on both sides of the Park Lane/3rd Street pedestrian crossing to identify the Transit Center and to celebrate the Park Lane entry into Peter Kirk Park. Additionally, similar though smaller vertical, sculptural elements will be located at the 3rd Street / Central Way and 3rd Street / Kirkland Avenue intersections to further identify the location of the Transit Center.

General Description:

This theme employs landmark columns to: 1) identify the location of the Transit Center; 2) celebrate the adjacent Park Lane entry into Peter Kirk Park; and 3) form a strong visual connection (along the Park Lane corridor) across 3rd Street. Two of the columns will be located on the east of 3rd Street, in a small plaza at the entry to the park, and one will be located on the west side of 3rd Street at the SW quadrant of the Park Lane / 3rd Street intersection. In addition to anchoring the ends of the 3rd Street pedestrian crossing, the columns could address specific functions such as lighting and possible overhead banner use. Further, the columns could assume sculptural form(s) that provide additional components within the Kirkland Art Walk which passes through the 3rd Street/ Park Lane intersection.

This theme also locates smaller, landmark columns at both ends of crosswalks located at the 3rd Street / Central Way and 3rd Street / Kirkland Avenue intersections. These would identify the Transit Center “precinct” to passers-by traveling along Central Way and Kirkland Avenue as well as demarcate the entrances to a special civic space.

The design of all components identified below will compliment the existing scale and character of architecture in the immediate vicinity as well as the existing and planned development in the surrounding area.

Theme 2: Park Pergola

Architectural Concept:

An architectural trellis structure, to be located at the Park Lane entry to Peter Kirk Park identifies the Transit Center and celebrates the Park Lane entry into Peter Kirk Park. The trellis will introduce a garden concept that reflects the proximity of the Transit Center to the park.

General Description:

This concept employs a trellis or “Park Pergola” to: 1) identify the location of the Transit Center, 2) to celebrate the western entry to Peter Kirk Park, and 3) to attract the eye of viewers proceeding east across 3rd Street. This structure will be located in a plaza at the entry to the park; and its long dimension will parallel and emphasize the pedestrian path into the park. The Pergola will be designed to support an abundance of flowering vines that provide a memorable seasonal event and recall the character of the more heavily planted western end of Park Lane.

The design of all components identified below will complement the existing scale and character of architecture in the immediate vicinity as well as the existing and planned development in the surrounding area.

Theme 3: Park Gateway

Architectural Concept:

Bus canopies located on the east side of 3rd Street are specifically designed and physically integrated to form a significant western entry to Peter Kirk Park at the Park Lane and Third Street.

General Description:

This theme locates an architecturally defined “Park Gateway” on the east side of 3rd Street in association with a plaza at the Park Lane entry to Peter Kirk Park. This gateway will identify the location of the Transit Center, celebrate the entry to the park, and focus views east along the Park Lane corridor. To further enhance a visual connection across 3rd Street, this theme could also include a line of sculptural, landmark “columns” on the west side of 3rd Street; and bus shelters composing the gateway would be supported on similar columns.

The design of all components identified below will complement the existing scale and character of architecture in the immediate vicinity as well as the existing and planned development in the surrounding area.

Theme 4: Urban Gateway

Architectural Concept:

An architectural structure, located over the Park Lane / 3rd Street intersection, emphasizes the intersection of the Transit Center with a downtown street and thereby forms a transit-related gateway to the City of Kirkland.

General Description:

This theme locates a circular or square architectural structure directly over the intersection of the 3rd Street and Park Lane pedestrian crossing. The "Urban Gateway" thus formed will identify the location of the Transit Center and celebrate an important entry to downtown Kirkland. It will be supported by columns located on both sides of 3rd Street and could be lighted on the inside and/or outside to enhance the night-time identify of the Transit Center. The theme would also include a related plaza that identifies the Park Lane entry to Peter Kirk Park.



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