



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

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

Date: May 24, 2007

Subject: DOWNTOWN TRANSIT CENTER – PREFERRED DESIGN CONCEPT

RECOMMENDATION:

It is recommended that the City Council:

- Authorize the Mayor to sign a letter of support to Sound Transit confirming the proposed Downtown Transit Center “Park Trellis” design concept, and the City’s intent to allow the use of approximately 3,000 square feet of Peter Kirk Park for the Transit Center.
- Authorize (up to) \$10,000 from the Building & Property Reserve to work with the Kirkland Park Board and staff to develop options for the Peter Kirk Park restroom.

BACKGROUND AND DISCUSSION:

In the fall of 2006, the City Council requested that Sound Transit undertake an evaluation of architectural themes for the new Downtown Transit Center. Community feedback supported the proposed “foot print” for the transit center, however there was minimal discussion and inconclusive results on what the transit center would look like. The Sound Transit, Kirkland, and King County/METRO partner agencies agreed to develop steps that would provide more specific design concept. After discussions between Kirkland staff, King County/METRO, Sound Transit, and the project design team, additional steps were identified and presented to the Council that would identify a number of potential design concepts, allow Council an opportunity to review and discuss the concepts, and to present the concepts to the community.

In February, City Council conducted a special study session specifically to discuss four proposed design concepts for the transit center. The four concepts had a number of common elements (pedestrian amenities, center median, new bus capacity) but had significantly different approaches to “look and feel”. The four concepts were (Attachment 1):

- Park Icon
- Park Trellis
- Park Gateway
- Urban Gateway

All concepts were presented and discussed with the Council, and a number of concerns were raised and noted by the design team to be considered in the further evaluation. A summary of significant issues and follow up action is included in this memo as Attachment 2. At the conclusion of the study session, it was agreed that the project team would present the Park Trellis and the Park Gateway themes as the two preferred concepts at an upcoming open house, however all would be presented as background and additional feedback would be collected.

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On May 23, 2007 a community open house was held at the Kirkland Teen Union building. During the open house the concepts were presented and discussed with attendees. The resounding preference was the Park Trellis concept, however features of the other concepts (including transit rider protection, pedestrian friendliness, and sustainability) were supported. The design team has taken feedback from the various stakeholders and incorporated changes into a refined Park Trellis concept which is being submitted for consideration as the preferred design concept.



RENDERINGS OF THE PROPOSED PARK TRELLIS CONCEPT

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To be described in more detail during the June 5th meeting, some of the distinguishing features of the concept include:

- Park Trellis has been moved away from the restroom in consideration of potential future options that will be undertaken with the existing restroom (see enclosed memo from Park Board Chair – Attachment 3)
- A glass shelter will be incorporated into the enlarged Park Trellis to serve as weather protection and possible decorative and distinctive night-time illumination
- The Third Street pedestrian crossing widens as it enters the Park from Park Lane (the original crossing with this concept was a constant 15 feet wide)
- The bus shelters south of Park Lane have been moved closer to the curb face and are now parallel with the curb face to afford more protection for passengers at the same time opening wider pedestrian walkways behind the bus stops

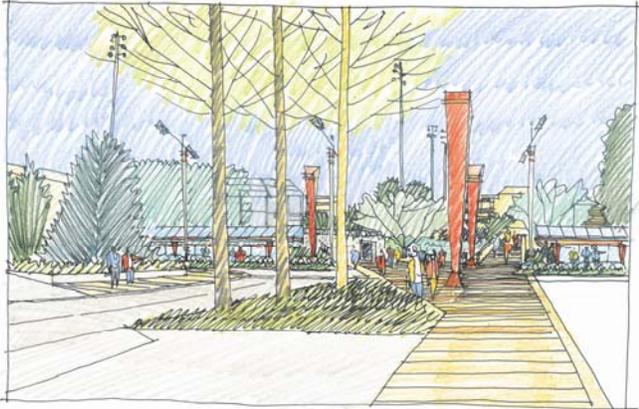
At this point, Sound Transit, Kirkland, and King County/METRO staff representatives on the Executive Advisory Committee are in agreement that the proposed Park Trellis represents features and operational requirements as envisioned for the new Downtown Transit Center and are endorsing this concept. Sound Transit would like to move forward with developing the 30% design of the Transit Center and be in a position to return to the City Council for a fall study session to discuss more specifics of the design including materials, colors, features such as benches, shelters, signage, lighting, and plant materials. It is currently envisioned that at this point a project artist can be selected to join the design team and begin to develop the art component of the transit center. A number of technical elements will be assembled over the next few months.

In support of this approach, Staff is recommending that Council authorize the Mayor to sign a letter of support confirming the Park Trellis concept as presented herein is the preferred alternative to move forward with for the 30% design. Additionally, as identified in the letter (Attachment 4), this letter formalizes Kirkland's commitment to the project by endorsing the use of a portion of Peter Kirk Park for the new transit center. A final component of the new transit center is consideration of the interface with the existing restrooms. As outlined in the Park Board recommendation, it is recommended that up to \$10,000 of funding be allocated from the Building and Property Reserve for the study of options for the restroom that could include renovation, replacement, or other options in coordination with the transit center.

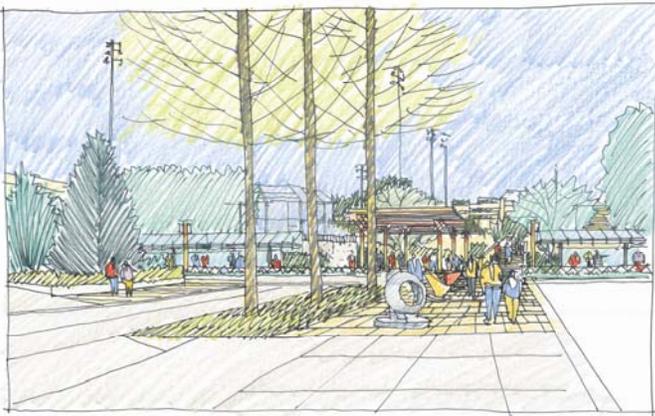
Attachments (6)

Cc: Jennifer Shroder, Parks & Community Services Director
Michael Cogle, Park Planning & Development Manager
Paul Stewart, Deputy Director, Planning & Community Development

Concept 1 - Park Icon



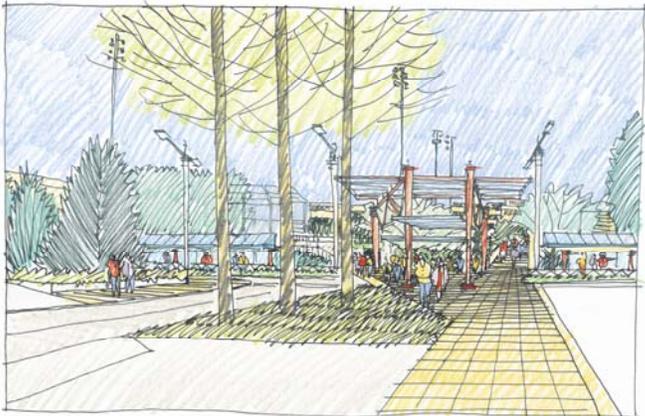
Concept 2 - Park Trellis



Concept 3 - Park Gateway



Concept 4 - Urban Gateway



**Summary Comments from February 26, 2007 Study Session
Kirkland Transit Center**

1. The transit center should play a connector role between Park Lane and Peter Kirk Park - very important

Response: Agree completely, and the design will address this; we will continue to focus on the connection across Third Street, details that will draw the pedestrians east and west along the Park Lane spine, and work towards solutions that blur the edge of the transit center and the Park vs a barrier.

2. The emphasis should be on quality (rather than quantity) e.g. high quality paving materials, lighting, plants etc.

Response: See 1 above; don't spend the budget on big architectural statements, keep it in the finishes.

3. Providing real overhead cover that is functional (not just decorative) - very important.

Response: Yes, some glass is o.k. but it needs to be focused on where the transit riders will congregate and be used while they are in the transit center, put it where they spend their time.

4. The pump station needs to be hidden (water treatment, art etc).

Response: Sound Transit has raised concerns about the associated development cost, placing a water feature in this location due to maintenance/security issues, proximity to the "head" (front) of the bus zone, and displacement of opportunities for signage, landscaping, and art along the pump station. KCDNR's initial response has been luke-warm, however they are interested in hosting art or other forms of screening along that wall. Kirkland will continue to work with the KCDNR during their redevelopment to see what other opportunities might exist.

5. The greener the better.

Response: See 1 above.

6. Include recycling facilities.

Response: Kirkland will need to work with Waste Management on this concept; it is not something Sound Transit includes in its projects because it has no operational program or contracts in place to collect / dispose of recycling

7. Work with Parks to see if there is a joint development opportunity as it relates to the restrooms.

Response: The project will continue to move forward and it is not in a position to stop/wait/etc. for a park restroom redevelopment project to be funded and designed. Sound Transit does not provide restrooms in their facilities such as the Kirkland Transit Center, however designs in context with their neighbors and surroundings are what they are attempting to accomplish. We will continue to work with the Parks Department and coordinate on the interface with the restroom. We will look at areas where we can emphasize compatibility and potential leverage opportunities.

8. Traditional, human scale architecture

Response: the Design team sees these as potentially two separate issues. In this context "traditional" as opposed to demonstrative and/or grandiose. The project will be designed to complement visual cues from the surrounding buildings, existing Kirkland pedestrian lighting, signage and landscaping elements – this will be a more restrained design. Regarding the human scale element, agree completely. Special emphasis will be made on the pedestrian lighting, benches, crosswalks, and plantings in keeping with the pedestrian look and feel of the downtown area.

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9. Lots of interest in ambient (right term?) lighting - again high quality.

Response: See 1 above.

10. Check out Wilmot Park in Woodinville for good example of trellis/arbor.

Response: site visits and pictures will be incorporated in the next open house and presentation material for the design

11. Consensus was reached on seeking additional feedback from the community on the two design concepts preferred by the Council: 1) the Park Trellis and 2) the Park Gateway. The other two concepts – Urban Gateway and Park Icons – will be available at the open house but were not selected by the Council for further consideration.



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.ci.kirkland.wa.us

MEMORANDUM

To: City Council

From: Robert Kamuda, Chairman, Park Board

Date: May 23, 2007

Subject: Peter Kirk Park Restrooms and the Kirkland Transit Center

RECOMMENDATION

The Park Board recommends that options for renovation or replacement of the Peter Kirk Park restrooms be developed and considered in conjunction with the next design phase of the transit center. The Park Board requests that the City Council direct the Board and staff to develop options for Council consideration.

BACKGROUND

The City Council will be reviewing the preferred design for the Kirkland Transit Center at your June 5 meeting. The preferred design, referred to as the Park Trellis option, provides a new gateway to Peter Kirk Park from the downtown core. This particular design option integrates new transit features closely with the existing restroom structure.

We believe that this is an excellent opportunity for the City to consider the renovation or replacement of the restroom facility at Peter Kirk Park. The facility was constructed nearly 25 years ago and has a number of functional and aesthetic problems. Moisture problems are caused by leaking walls (the building is built into a berm), the building is subject to heavy vandalism, and plumbing fixtures and partitions are generally substandard. Lighting could be improved as well. The exterior of the building in its present condition will likely be seen in sharp contrast to the anticipated high quality of design and materials for the new transit center.

Addressing these problems in conjunction with the transit center process is preferable so that design, construction, and operational issues related to the restroom can be more strategically addressed. It may prove far more challenging (and more costly) to improve this facility in the future once the new transit center is built. In addition, if there is interest from the Council in expanding the operational hours of the facility to be a year-round facility available to transit riders and park users alike, it seems appropriate that the capacity of the facility to handle a potential increase in usage be evaluated as well.

We would recommend that funding (up to \$10,000) be allocated to hire the appropriate consultant(s) to work with the Board and staff on developing options for Council consideration by the end of this year. These options could include renovation of the existing structure or, if necessary, replacement. Coordination with the Sound Transit design team would be important to ensure that mutual goals are being achieved.

Thank you for consideration of this request.

Honorable Joni Earl, CEO
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

DRAFT

RE: DOWNTOWN KIRKLAND TRANSIT CENTER

Dear Ms. Earl,

Sound Transit, King County/METRO, and the City of Kirkland have been cooperatively working on the Downtown Kirkland Transit Center project for a number of years. Our most recent efforts have focused on the “footprint” of the transit center, operational features, and resulting traffic modifications to the downtown traffic patterns that will be required to attain the desired transit center goals. Since the fall of 2006, the design team, staff from our perspective agencies and citizens from the community have been working toward a preferred architectural theme. With this letter, we would like to communicate our support for what we consider the Preferred Design Concept.

The concept that has the most community support and will be advanced to preliminary design is the “Park Trellis” theme that was presented to the Kirkland City Council at our meeting of June 5, 2007. In addition to confirming our support for the Park Trellis, with this letter, the City would like to restate our commitment to allow approximately 3,000 square feet of the Peter Kirk Park for transit center use. As you know, park space is a valued community asset. In this case, the footprint and design concepts we have seen lead us to support the conversion of valued park property for two reasons; first, our commitment to enhance transit and alternative mode use in the City of Kirkland, and second, that the transit center become a ‘green’ link between downtown and Peter Kirk Park. Finally, transit center’s impact to the Park are offset in part by the significant investment being made in this new transit facility and Sound Transit’s continued commitment to involvement by this Council and the community at large.

On behalf of the Kirkland City Council, I would like to express our appreciation for the cooperation on behalf of Sound Transit in arriving at what we feel is a superior architectural theme.

Sincerely,
KIRKLAND CITY COUNCIL

James L. Lauinger, Mayor

Description of Revised Park Trellis Alternative

This concept proposes a trellis structure placed within an open space at the entry to the Peter Kirk Park. The trellis identifies the center of the Transit Center, celebrates the western entry to Peter Kirk Park, and attracts the viewer's eye as he or she proceeds eastward across 3rd Street. In addition to providing weather protection, it will support flowering vines around its edge, providing seasonal color, foreshadowing the greenery of Peter Kirk Park, and recalling the more-heavily planted character of the western end of Park Lane. The new bus shelters will share the trellis' architectural character.

Amenities that will be provided at the Kirkland Transit Center:

- Four bus bays accommodating up to a total of ten buses
- Trellis, with weather protection, at entry to Peter Kirk Park
- Replacement of existing stair at NW corner of Library
- 6-foot wide, planted median with barrier to discourage jaywalking
- Two-way travel on Park Lane (right-in, right-out access only from 3rd St.)
- Bus shelters for patron weather protection
- New lighting (street and pedestrian)
- Landscaping (including irrigation, and replacement trees for those removed at Peter Kirk Park)
- Benches in bus shelters
- Bicycle lockers or bicycle storage area
- Bicycle racks
- Wayfinding signage
- Public artwork
- In-pavement crosswalk lights at Park Lane/3rd Street Crosswalk
- Conduit for a future traffic signal at Park Lane/3rd Street
- Attachment points for event banner display (Summerfest, parades, etc.)
- Public telephone
- Provision for Variable Message Signs (VMS) with "next bus" display
- Conduit for future installation of CCTV
- Trash receptacles
- Recycle receptacles (based on City's desire for these, and City's operation/maintenance of them)
- Janitor's Room / Maintenance Room
- Traffic signals are various off-site intersections, and recommendations for Transit Signal Priority modifications to other signals affecting traffic flow to, in, and around the Transit Center.

Amenities that will not be provided at the Kirkland Transit Center:

- Additional Parking
- Security Office
- Passenger Restrooms (patrons to use park restroom when open)
- Operator Restrooms (drivers to use park restroom)
- Retail Space / Coffee Cart / Vending Machines
- Advertising

- SmartCard ticket mending machines (design to anticipate possible future installation)
- Newspaper Racks / Vending Machines
- Ashtrays
- Emergency Telephones / Customer Emergency Stations (CESs)
- CCTV
- Public Address System

Amenities yet to be decided upon:

- Trees in median

FISCAL NOTE

Source of Request							
Park Board; Jenny Schroder-Parks & Community Services Director; Daryl Grigsby-Public Works Director							
Description of Request							
Request for funding of up to \$10,000 from the Building and Property Reserve for a study to develop options for the Peter Kirk Park restroom.							
The Park Board is recommending that options for the renovation or replacement of the restroom at Peter Kirk Park be evaluated in conjunction with the design of the Downtown Transit Center and brought back to Council by the end of 2007. The restroom was constructed almost 25 years ago and has a number of functional and aesthetic problems. Additionally, the transit center design impacts the restroom area and it would prove more costly and challenging to address the restroom after the transit center was designed and built.							
Fiscal Impact							
One-time use of \$10,000 from the Building and Property Reserve. The reserve is able to fully fund this request.							
Recommended Funding Source(s)							
	Description	2008 Est End Balance	Prior Auth. 2007-08 Uses	Prior Auth. 2007-08 Additions	Amount This Request	Revised 2008 End Balance	2008 Target
Reserve	Building & Property Reserve	1,816,124	0	0	10,000	1,806,124	N/A
		0	0	0	0	0	0
Revenue/ Exp Savings							
Other Source							
Other Information							

Prepared By	Sandi Hines, Financial Planning Manager	Date	May 25, 2007
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