



**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:** Ray Steiger, P.E., Capital Projects Manager  
**Date:** January 23, 2008  
**Subject:** DOWNTOWN TRANSIT CENTER

RECOMMENDATION:

It is recommended that the City Council review the Park Trellis concept and discuss the current process being utilized for the Downtown Transit Center design.

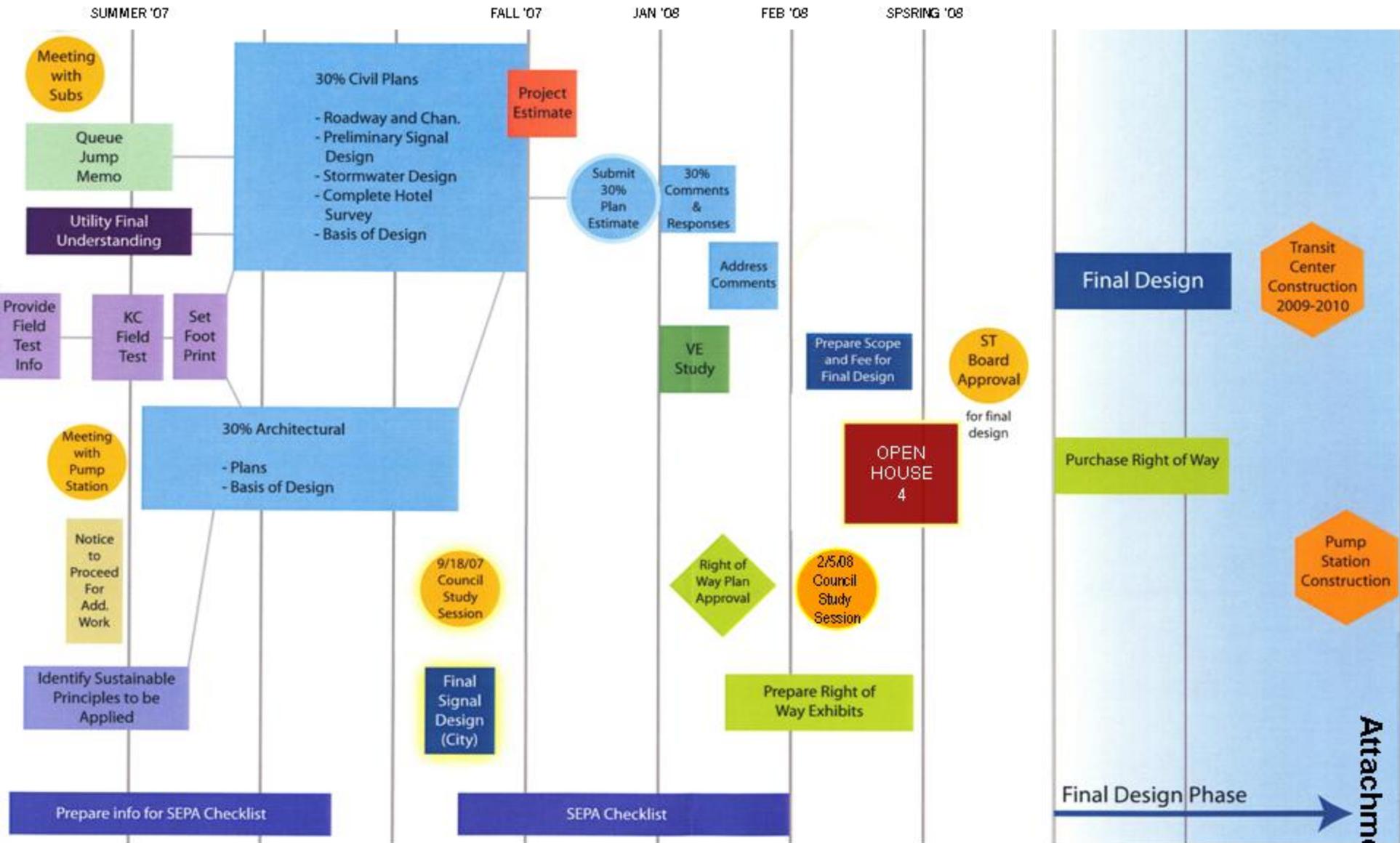
BACKGROUND AND DISCUSSION:

Sound Transit, City of Kirkland, and King County/METRO staff with INCA Engineers have undertaken a number of venues to define the goals, issues, and restraints for a new transit center on Third Street between Central Way and Kirkland Ave. The venues have included one-on-one stakeholder interviews, presentations to the DAT, Park Board, City Council, two stakeholder workshops, and a public open house. This process (Attachment A) has lead to the development of a preferred option for the Transit Center that represents input from the community and the City Council.

During the upcoming study session, Staff will present renderings of the Park Trellis concept that is derived from four alternatives presented to the City Council in September of 2007 (Attachments B & C). The current concept was utilized in preparation of the 30% basis of design document and the SEPA process.

Attachments

# Downtown Transit Center



Meeting with Subs

Queue Jump Memo

Utility Final Understanding

Provide Field Test Info

KC Field Test

Set Foot Print

Meeting with Pump Station

Notice to Proceed For Add. Work

Identify Sustainable Principles to be Applied

Prepare info for SEPA Checklist

9/18/07 Council Study Session

Final Signal Design (City)

SEPA Checklist

Right of Way Plan Approval

Prepare Right of Way Exhibits

Prepare Scope and Fee for Final Design

ST Board Approval for final design

OPEN HOUSE 4

2/5/08 Council Study Session

Final Design

Purchase Right of Way

Transit Center Construction 2009-2010

Pump Station Construction

Final Design Phase

Attachment A

- LEGEND**
- Existing Right-of-Way Line
  - New Bus Canopy
  - New Concrete Vehicular Pavement
  - New Specialty Vehicular Pavement - Type 1
  - New Specialty Vehicular Pavement - Type 2
  - New Specialty Pedestrian Pavement
  - New Pedestrian Pavement
  - New Translucent Dome Panels
  - New Street Light
  - New Pedestrian Light
  - New Insect Pedestrian Light
  - New Recycle Bin
  - New Transit Center Entry Marker
  - New Water Filler or Public Toilet
  - New Bench
  - New Traffic Signal
  - Existing Deciduous Shade Tree (Full Canopy and up to 10' trunk)
  - New Deciduous Shade Tree
  - New Deciduous Columnar Tree
  - New Deciduous Rowing Tree
  - New Shrub and Groundcover



**Illustrative Site Plan**

**Kirkland Transit Center**

February 5, 2008



View from Park Lane & 3<sup>rd</sup> Street Intersection- Looking East

"PARKING LOT"

Date	Source	Forum	Ref #	Issue/Comment	Response/Status
7/18/06	City Council	Study session	1	Define the impact to the grass/trees at the Library/garage	shown in site plans
			2	Define excellent amenities, signage, etc	ongoing
			3	Option A would be possible if we could reclaim some of the green: i.e. Green roof at the metro pump station (KC staff needs to come on board)	green roof is proposed on Trellis
			4	Need to enhance pedestrian safety at the north (Central) end and south (Kirkland Ave) end	utilizing unique paving pattern, signal timing will provide crossing time
			5	Come back with ideas of how not to lose the park; if you can't then provide commensurate green space	ongoing
8/23/06	Transportation Commission	mtg	5	mitigate Park/TC interface now held by trees	ongoing
			6	the median design needs to be safe for pedestrians/vehicles	during 30% to 60% design development
2/26/2007	City Council	Study session	7	Park Lane one way or two way?	Park Lane will be two way, right in-right out only
			8	Pavers used as traffic calming devices? Paver design must be durable -- too many bad examples	looking for various alternatives
			9	How can we incorporate a water feature into this?	Maintenance concerns
			10	Please include CPTED	Eyes on the street was central concept, possible Library redesign; current library design is overlooking transit center
			4	Pedestrian safety at the key intersections must be emphasized.	different paving patterns and lighting will be incorporated; flashing crosswalk and consolidation of multiple crossings at Park Lane
3/5/2007	City Council	Study session	11	I would still like to see attempts at trees in the median island perhaps at the crossing – one or two per leg. Also, Kirkland staff met with the antique mall folks again. We are discussing a mountable curb adjacent to the alley that will allow them one-way eastbound to south bound WB-50 movements. For the trade-off of 2-3 vehicles per week, this may be acceptable at the intersection	Current plan incorporates medians in trees, however placement and number will be based on safety issues involved with median design (including plantings, lights, and pedestrian barrier)
			12	The transit center should play a connector role between Park Lane and Peter Kirk Park - very important	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.	Don't spend the budget on big architectural statements, keep it in the finishes.
			13	Providing real overhead cover that is functional (not just decorative) - very important.	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.
			14	The pump station needs to be hidden (water treatment, art etc).	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 position has been modified to look at joint opportunities to interface transit center and lift station -- water feature is not likely.
			3	The greener the better.	See response to item 12 above; Green roof is planned for the trellis
			15	Include recycling facilities.	Kirkland will continue 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; storage facilities will be included; downtown recycle program is being expanded to be present at the Transit Center
			16	Work with Parks to see if there is a joint development opportunity as it relates to the restrooms.	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. Additionally, the City has applied for grant funding for a possible covered/illuminated walkway from the Transit Center to Park Place.
			17	Traditional, human scale architecture	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.
			18	Lots of interest in ambient lighting - again high quality.	See response to 2 above.

"PARKING LOT"

Attachment D

Date	Source	Forum	Ref #	Issue/Comment	Response/Status
			19	Check out Wilmot Park in Woodinville for good example of trellis/arbor.	site visits and pictures incorporated into the design
			20	Consensus was reached on seeking additional feedback from the community on the two design concepts preferred by the Council: 1) the Park Pergola 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.	the Park Trellis has been supported as preferred alternative by Community based on open house feedback.
6/5/2007	City Council	Study session	21	Is the "hat" pyramid a done deal	Other configurations have been presented to Council
			22	Want more involvement prior to 30% completion	Study session prior to 30% design was conducted in Fall '07
			22	don't want to slow the process but want to be involved with design decisions	Study session prior to 30% design was conducted in Fall '07
			3	Green design within the structures --- want something different	ongoing
Undated	Letter to Sound Transit		3	The Transit Center must become a "Green" link between downtown and Peter Kirk Park	See response to 12 above.
			12	Enhancement of the Park Lane corner to strengthen and enlarge the western end of the pedestrian connection to Peter Kirk Park	See response to 12 above.
			12	Consider land swap with Antique Mall development at the south west corner of Park Lane and Third Street	Developer has been approached and is not in favor of proposal
			14	Take advantage of a unique opportunity to use the blank façade of the existing King County pump station as artistic enhancement, such as a water feature.	KCDNR's position has been modified to be receptive to explore joint opportunities to interface transit center and lift station
7/17/2007	City Council	Study session	23	No detention required? Is there an oil/water separator?	Looking at potential Low Impact Design methods
			24	Do it right the first time. This has to be first class. A dollar less than \$13.3 mil is too little.	budget is \$13.3 M; construction cost estimates have been developed as part of 30% design and confirm that project has sufficient budget
			6	What about the design of the median? Will it stop people and still be beautiful?	Current plan incorporates medians in trees, however placement and number will be based on safety issues involved with median design (including plantings, lights, and pedestrian barrier)
			25	When will the signal at Third and Kirkland be built?	2008; currently under design
			26	How will the driveways to the antique mall work? "We'll hear about it at the study session"	Alley will be one-way east bound (as it currently is) with mountable curb at median; driveway from Park Lane will be maintained
			14	We have to figure out how to make the lift station fit in to this design, integrate the KC project with ours. It should be beautiful, but don't use art budget.	DNR has joined meetings for Transit Center and project schedules are now being coordinated. Interface of east pump station wall is being developed.
			25	The controller cabinet for the signal at 3rd/Kirkland by the bears is hideous, don't make it the black eye on an otherwise beautiful face	During the design of the signal, options for signal cabinet are being explored by Signal design team; options could include landscape or hardscape screening, possible signal cabinet art
			3	GREEN all shades of green. This has to be an "adventuresome" project in terms of green-ness.	See response to 12 above.
			6	Transit center: What about the 4th of July parade route and the proposed median on 3rd?	Rerouting/reconfiguration of the parade route will be required as a trade off to pedestrian enhancements
			27	Kirkland Cultural Council involved with the Artist selection	Ongoing
9/18/2007	City Council	Study session	27	would like to have a youth council member on the art selection committee	
			8	will the pavers be colored or painted?	the pavers will be made of a consistent color -- no paint or dye
			17	want to have a better representation of the height context -- seems too big; pedestrian scale canopy Don't want pedestrians walking under it to feel dwarfed	design team attempting to balance human scale and demonstrative sense of place. Surrounding context being considered and incorporated into current concept.
			18	eliminate the tall lights in the median -- can they be focussed more at the task level? Use	lighting plan being refined
			28	like the green roof, but want to have a "warmer" wood underside for better visual appeal	wood underside is being incorporated into trellis
			29	love the existing garage/library landing and staircase -- don't lose those; people congregate there	new landing/staircase will replicate existing conditions
			18	lighting needs to address safety and yet be beautiful	lighting plan being refined
			18	can lights be incorporated into the structure	lighting plan being refined
			19	incorporate the vertical elements of the woodinville Wilmont Park for the trellis	vertical elements are now included
			13	keep the underside of the trellis light -- incorporate skylights if possible	Trellis shelter has been revised to include significant glazing adjacent to green roof
			13	move the Park Trellis further west "into" the street corridor to be more visible/cover -- use cantilever?	shelter moved west and cantilevered
			17	want a more traditional/classic cantilever	horizontal planes vs peak incorporated
			18	the center median lighting is critical -- no fixture should be above the shelter's high point	lighting plan being refined
			18	broad ambient lighting is a bad thing...make it focussed on the pedestrians	lighting plan being refined
			30	can any type of sound deadening/dampening be incorporated?	exploring use of rubber sidewalk panels; also addresses sustainable design focus