



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, PE, Capital Projects Manager

Date: June 6, 2008

Subject: Downtown Kirkland Transit Center – Study Session

RECOMMENDATION:

It is recommended that City Council conduct a study session and discussion on the Downtown Kirkland Transit Center.

BACKGROUND DISCUSSION:

The last time City Council discussed the Downtown Transit Center was during a study session in February, 2008, at completion of the 30% design and during the SEPA process. During the public comment period for SEPA, there were concerns submitted by surrounding neighbors regarding the proposed Determination of Non Significance (DNS); specifically noise related concerns about increased transit operations. Based on those concerns, the DNS was withdrawn by Sound Transit (ST). ST amended their contract with INCA Engineers, and additional noise analysis was undertaken.

A full noise analysis on the Project, meeting Federal Transit Authority guidelines completed in May, 2008, supported the original finding that no significant noise would be added to the facility as a result of the Project. The existing noise levels at and in the vicinity of the Transit Center during certain time periods is typical of an urban setting; traffic is currently the dominant source of noise. However, despite the absence of any audible difference of projected noise levels as a result of the Project, Sound Transit and Metro will continue to emphasize current procedures that limit idling time by busses using the Transit Center, and both Agencies continue to move toward increased use of diesel-hybrid technology considered slightly quieter than traditional diesel engine busses. A DNS was subsequently issued jointly by Sound Transit and the City of Kirkland. An appeal has been filed on behalf of residents near the Transit Center, and the appeal will be heard before an ST hearing examiner in the near future.

The ongoing concerns regarding noise notwithstanding, the Sound Transit Board recently approved the final design contract for the Transit Center design team. There remains a significant amount of design work to be done on the Transit Center, and any findings that may be as a result of the appeal process will have ample opportunity to be incorporated prior to completion of the final design. However, a potential three month delay for a hearing examiner outcome added to the now three month delay associated with the additional noise analysis would be challenging to overcome in the overall project delivery schedule.

This study session is an opportunity to discuss developments of the design since the last study session, introduce new design team members, and to discuss upcoming milestones in the Project.

Since February, the design team has worked diligently to consider the various comments received from the Council. Many of the comments received at the last study session lead the design team to step back and to revisit the original objectives of the Project. Because of the iterative nature of, and the passing of time between, our conversations with Council, a summary of the significant milestones and developments over the last two years is important to highlight and is included

within the memo (Attachment K). Enclosed with this material is a big picture “think piece” authored by David Hewitt that revisits the overall objective of the design team and the Project (Attachment A). Additionally included are all of the various issues, concerns, questions, and thoughts raised by the Council through the development of the design to date – “the Parking Lot” (Attachment B). In looking at the Parking Lot, consistent themes emerge over and over, and yet to look at all of these issues individually, now approximately 80, their resolution appears to be overwhelming. During the “revisiting” period since the last study session, Staff has prepared a different presentation of the comments – grouping comments by their core theme. That presentation is included as the Parking Lot vs. Themes (Attachment C). In this presentation format, the myriad of issues can all be traced back to the original tenants developed at the start of the Project.

Clearly core themes are being addressed by the evolving project, and it appears that certain elements will not be able to be accomplished by the Project. Another group of themes remain to be addressed completely as the design moves forward. From the perspective of accomplishments and progress, a lot has been done toward realizing the Community’s objectives which have been consistently stressed by the Council from the beginning of this project. The design team continues to work toward completion of the Project objectives, and Staff and the design team are eager to present the results of efforts over the last few months. Highlights that have been undertaken and that will be discussed in more detail at the Study Session include:

- Team has undertaken additional work on issues raised by Council related to the Trellis design, lighting, patron and pedestrian cover/shelter, interfacing with Peter Kirk Park;
- Sound Transit has utilized members of the Kirkland Cultural Council including a youth member and has selected a project artist (will be available at the Study Session);
- The lighting designer has started;
- Coordinated construction plans/specs with King County DNR and working on interface relationships at the soon to be upgraded Lift Station;
- Moving forward with design/construction of Third and Kirkland Signal (current bid date will be fall '08);
- Moving forward with improvements needed to relocate busses to Central Way off of Third Street during construction;
- Moving forward with coordination of moving the Wednesday market during construction.

The current schedule anticipates completion of the 60% design this fall. The completion of final PS&E is scheduled for summer of 2009 with construction beginning in the fall of 2009. Based on a 12 to 18 months construction period, completion is projected for the fall/winter of 2010. Construction of the Pump Station will be immediately following and will continue for an estimated 24 months.

The Study session is intended to gain additional feedback. The design team will incorporate your feedback, prepare an informational mailer for an upcoming community open house July 22 or 23 where the design will be presented to the community. Over the next few months the schedule will be to complete our interlocal agreement with ST and resolve ongoing maintenance responsibilities, and this fall return to Council with more refined colors, materials, artistic content, lighting and other finishes for Council consideration.

Attachments:

- A) Letter from David Hewitt
- B) “Parking Lot” update
- C) Parking lot vs. design themes
- D) Revised trellis concept
- E) Integration into Park berm concept
- F) Weather protection exhibit
- G) Denise Simpson (lighting design) resume/portfolio
- H) Carolyn Law (project artist) web page excerpts
- I) Lighting concepts
- J) Location synopsis
- K) Design synopsis
- L) Budget breakdown

Tuesday, June 17, 2008

Kirkland City Councilmembers
City of Kirkland
123 5th Avenue
Kirkland WA, 98033

Re: Kirkland Transit Center

Dear Councilmembers,

We have all been considering the aesthetic implications of the Transit Center for some time. To the design team this complex question must be addressed on many levels. It is a civic project, functional in basis, which has broad implications about the City. It would be our aspiration to represent the best of Kirkland, now and in the future. Below are a few thoughts about what the Transit Center can be for your consideration.

While the desire to build a great transportation network has been with us for some time, recent economic events illustrate the wisdom of this goal vividly. There is little expansion of service from the Kirkland Transit Center - the real goal is elevating the level of service that is convenient, safe and accommodating for the users and a source of pride for the City. Riding the bus can easily be a preferred mode of transportation in the future. The Transit Center will really foreshadow a new thought pattern for us all, that of the role of public transportation.

Technology and service are the backbone of Kirkland's economy. It is a city of intellectual base. It seems appropriate to us that a City honor its past but look to the future for its civic expression. This is an argument even the Federal government makes in its historic guidelines. We believe that the City of Kirkland deserves more than replication of another period for its vision of the future.

We have spoken on many occasions about the richness of the site. It is part slope and part straight, part commercial and part civic, part cerebral and part physical, part private and part public and all very central and important. The expansion of the Library is an unexpected opportunity to extend the sphere of the visual impact and interest to the users of the entire area. It is only correct for the Transit Center to reflect these wonderful aspects and provide on going interest to the citizens of Kirkland and the patrons of the system.

In our last meeting the Council asked us to consider a number of issues. We believe we have done that. The results have made significant changes in the form of the Park Tellis and the integration of Transit Center improvements with the Peter Kirk Park berm in particular. We look forward to a productive discussion.

Sincerely,



David Hewitt, FAIA, Principal

**DESIGN/FUNCTION ISSUES RAISED BY KIRKLAND CITY COUNCIL
(AKA "The Parking Lot")**

Attachment B

| Ref # | Date | Forum | Issue/Comment | Core Theme | Response/Status | Incorporated |
|-------|---------|-------------------------------|---|------------|--|-----------------|
| 1 | 7/18/06 | City Council study session | Define the impact to the grass/trees at the Library/garage | H | shown in site plans | ✓ |
| 2 | | | Define excellent amenities, signage, etc | D | 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) | I | green roof concept on Trellis was not compatible with visual preferences | not recommended |
| 4 | | | Need to enhance pedestrian safety at the north (Central) end and south (Kirkland Ave) end | C | 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 | I | ongoing; new Park integration concept June 2008 | |
| 6 | 8/23/06 | Transportation Commission mtg | mitigate Park/TC interface now held by trees | I | ongoing; new Park integration concept June 2009 | |
| 7 | | | the median design needs to be safe for pedestrians/vehicles | C | during 30% to 60% design development; visibility issues being studied | |
| 9 | 2/26/07 | City Council study session | Park Lane one way or two way? | H | Park Lane will be two way, right in-right out only | ✓ |
| 10 | | | Pavers used as traffic calming devices? Paver design must be durable -- too many bad examples | D | looking for various alternatives to pavers | |
| 11 | | | How can we incorporate a water feature into this? | H | Maintenance concerns; no water feature is proposed with Transit Center | not recommended |
| 12 | | | Please include CPTED | C | Eyes on the street was central concept, will be additionally reinforced by Library redesign | ✓ |
| 13 | | | Pedestrian safety at the key intersections must be emphasized. | C | different paving patterns and lighting will be incorporated; flashing crosswalk and consolidation of multiple crossings at Park Lane | ✓ |
| 14 | 3/5/07 | City Council study session | 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 | H | 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). | ✓ |
| 15 | | | The transit center should play a connector role between Park Lane and Peter Kirk Park - very important | N | 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. | |
| 16 | | | The emphasis should be on quality (rather than quantity) e.g. high quality paving materials, lighting, plants etc. | D | Don't spend the budget on big architectural statements, keep it in the finishes. | |
| 17 | | | Providing real overhead cover that is functional (not just decorative) - very important. | E | 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. rain/wind analysis are being provided June 2008. | ✓ |
| 18 | | | The pump station needs to be hidden (water treatment, art etc). | K | King County DNR staff is coordinating lift station expansion with Transit Center. Landscaping and surrounding pedestrian facilities will be consistent, however external building design of lift station has not been developed. Project will require Kirkland design review board approval. King County art budget will be added to Transit Center project and opportunities for use of the lift station are under consideration. | |
| 19 | | | The greener the better. | M | Low impact development strategies/opportunities are being explored during design; traffic signal will include LED lighting, surface water treatment alternatives are being studied. | |
| 20 | | | Include recycling facilities. | M | Kirkland is working with Waste Management on service options, however facilities are being incorporated into design. | ✓ |
| 21 | | | Work with Parks to see if there is a joint development opportunity as it relates to the restrooms. | J | 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. | |
| 22 | | | Traditional/human scale architecture | B/G | 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. | |
| 23 | | | Lots of interest in ambient lighting - again high quality. | F | lighting plan being refined and will be available at 60% design phase | |
| 24 | | | Check out Wilmot Park in Woodinville for good example of trellis/arbor. | L | site visits and pictures incorporated into the design | ✓ |

**DESIGN/FUNCTION ISSUES RAISED BY KIRKLAND CITY COUNCIL
(AKA "The Parking Lot")**

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|-------|---------|----------------------------|---|------------|--|-----------------|
| 25 | | | 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. | A | the Park Trellis was supported as preferred alternative by Community based on open house feedback. | ✓ |
| 26 | 6/5/07 | City Council | Is the "hat" pyramid a done deal | L | concept revised | ✓ |
| 27 | | | Want more involvement prior to 30% completion | A | Study session prior to 30% design held Fall '07 | ✓ |
| 28 | | | don't want to slow the process but want to be involved with design decisions | A | Study session prior to 30% design held Fall '07 | ✓ |
| 29 | | | Green design within the structures --- want something different | M | ongoing | |
| 30 | Undated | Letter to Sound Transit | The Transit Center must become a "Green" link between downtown and Peter Kirk Park | M | ongoing | |
| 31 | | | Enhancement of the Park Lane corner to strengthen and enlarge the western end of the pedestrian connection to Peter Kirk Park | N | can be reviewed when Trellis concept is developed further | |
| 32 | | | Consider land swap with Antique Mall development at the south west corner of Park Lane and Third Street | J | Developer has been approached and is not in favor of proposal | not recommended |
| 33 | | | 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. | J | KCDNR's staff exploring joint opportunities to interface transit center and lift station | |
| 34 | 7/17/07 | City Council study session | No detention required? Is there an oil/water separator? | M | the review and study of treatment/conveyance of surface water is being developed | |
| 35 | | | Do it right the first time. This has to be first class. A dollar less than \$13.3 mil is too little. | D | budget is \$13.3 M; construction cost estimates will be distributed June 2008; final costs not anticipated until bid opening | |
| 36 | | | What about the design of the median? Will it stop people and still be beautiful? | D | 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) | ✓ |
| 37 | | | When will the signal at Third and Kirkland be built? | H | Project will be bid in Fall of 2008 | --- |
| 38 | | | How will the driveways to the antique mall work? | H | Alley will be one-way east bound (as it currently is) with mountable curb at median; driveway from Park Lane will be maintained | --- |
| 39 | | | 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. | H | DNR has joined meetings for Transit Center and project schedules are now being coordinated. Interface of east pump station wall is being developed. | ✓ |
| 40 | | | 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 | H | During the design of the signal, options for signal cabinet screening are being explored by INCA; options could include landscape or hardscape screening, possible location for signal cabinet art | ✓ |
| 41 | | | GREEN all shades of green. This has to be an "adventuresome" project in terms of greenness. | M | ongoing | |
| 42 | | | Transit center: What about the 4th of July parade route and the proposed median on 3rd? | H | Rerouting/reconfiguration of the parade route will be required as a trade off to pedestrian enhancements | --- |
| 43 | | | Kirkland Cultural Council involved with the Artist selection | A | Two members of the KCC were on selection committee | ✓ |
| 44 | 9/18/07 | City Council study session | would like to have a youth council member on the art selection committee | A | Youth member was on selection committee | ✓ |
| 45 | | | will the pavers be colored or painted? | D | the pavers will be made of a consistent color -- no paint or dye | --- |
| 46 | | | 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 | B | design team attempting to balance human scale and demonstrative sense of place (somewhat competing project goals). Surrounding context such as adjacent Library building being considered. | |
| 47 | | | eliminate the tall lights in the median -- can they be focussed more at the task level? Use lower lights | F | lighting plan being refined and will be available at 60% design phase | |
| 48 | | | like the green roof, but want to have a "warmer" wood underside for better visual appeal | D | wood underside incorporated into trellis | ✓ |
| 49 | | | love the existing garage/library landing and staircase -- don't lose those; people congregate there | H | new landing & staircase will replicate/improve the existing conditions | ✓ |
| 50 | | | lighting needs to address safety and yet be beautiful | F | lighting plan being refined and will be available at 60% design phase | |
| 51 | | | can lights be incorporated into the structure | F | lighting plan being refined and will be available at 60% design phase | |
| 52 | | | incorporate the vertical elements of the woodinville Wilmont Park for the trellis | L | vertical elements are included | ✓ |
| 53 | | | keep the underside of the trellis light -- incorporate skylights if possible | L | Trellis shelter has been revised to include significant glazing adjacent to green roof | ✓ |
| 54 | | | move the Park Trellis further west "into" the street corridor to be more visible/cover -- use cantilever? | E | shelter was moved west and cantilevered for pedestrian/patron shelter effect | ✓ |
| 55 | | | want a more traditional/classic cantilever | L | horizontal planes vs peak incorporated | ✓ |
| 56 | | | the center median lighting is critical -- no fixture should be above the shelter's high point | F | lighting plan being refined and will be available at 60% design phase | |
| 57 | | | broad ambient lighting is a bad thing...make it focussed on the pedestrians | F | lighting plan being refined and will be available at 60% design phase | |
| 58 | | | can any type of sound deadening/dampening be incorporated? | H | exploring use of rubber sidewalk panels; also addresses sustainable design focus | |
| 59 | 2/5/08 | City Council study session | Provide figures on the ridership growth as a part of SEPA letter response | H | ridership projections included in the SEPA/noise documentation | ✓ |
| 60 | | | will the additional noise study lead to mitigation measures? | H | none are proposed as noise levels are similar to existing patterns | not recommended |
| 61 | | | Coordinated paving of new utilities ought to save KCDNR \$; have them add something | J | Art budget identified in KCDNR project will be added to Transit Center | |
| 62 | | | look at the practicality and impacts of using "quiet" pavement vs. concrete for noise | H | durability is still under study by WSDOT | |
| 63 | | | Include some sort of LID storm water treatments | M | the review and study of treatment/conveyance of surface water is being developed | |
| 64 | | | Need additional weather protection for patrons | E | rain/wind analysis are being provided June 2008 | |

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| 65 | | | Feels too tall; is this in the presentation perspectives or is it actually? | B | design team attempting to balance human scale and demonstrative sense of place (somewhat competing project goals). Surrounding context such as adjacent Library building being considered. | |
| 66 | | | More integration with the Park at the berm | I | previous objective was to minimize footprint into Park; new Park integration concept will be introduced June 2008 | |
| 67 | | | We are not seeing "traditional"; a cantilever is not traditional | G | Cantilever concept was outcome of community design preference process. Design team attempting to balance surrounding context with "traditional" (somewhat competing project goals). Adjacent Library, Teen Center, Performing Arts Center and Kirkland City Hall provide examples of more demonstrative civic facilities. | |
| 68 | | | Need to do a better job of extending the Park across Third Street | N | Integrated art has yet been introduced into the project | |
| 69 | | | What happened to the idea of echoing the theme on the west side of Park Lane | N | can be reviewed when Trellis concept is developed further | |
| 70 | | | The plants shown on the green roof don't work | M | green roof concept on Trellis was not compatible with visual preferences | not recommended |
| 71 | | | Integrate the northeast shelters into the berm | I | previous objective was to minimize footprint into Park; new Park integration concept will be introduced June 2008 | |
| 72 | | | Design the transit center by taking cues from the Library (i.e. an extension of that) | H | design team attempting to balance demonstrative sense of place and human scale (somewhat competing project goals). Surrounding context such as adjacent Library building being considered and revised Trellis considers Library cues | |
| 73 | | | Better ideas of sustainable design and integrating green | M | ongoing | |
| 74 | | | What about using LED lights in the Transit Center | M | ongoing | |
| 75 | | | Mercer Island park and ride is a good example of what we are looking for | H | Integrated art has yet to be introduced into the project and forms basis of selected Artist's proposal | |
| 76 | | | Use bollards to activate the flashing pedestrian lights | C | a number of factors suggest that their use in this location would not be recommended: width of pedestrian crossing (approximately 25' on the east and 15' wide on the west), required proximity to travel lane, center median refuge being incorporated into project, uniqueness of application in Kirkland | not recommended |
| 77 | | | Include special paving patterns at the Central and Kirkland crosswalks. | C | utilizing unique paving pattern | ✓ |
| 78 | | | Bury the signal cabinet at Third and Kirkland Ave | H | options for screening as a part of the Third and Kirkland Traffic signal are underway | |

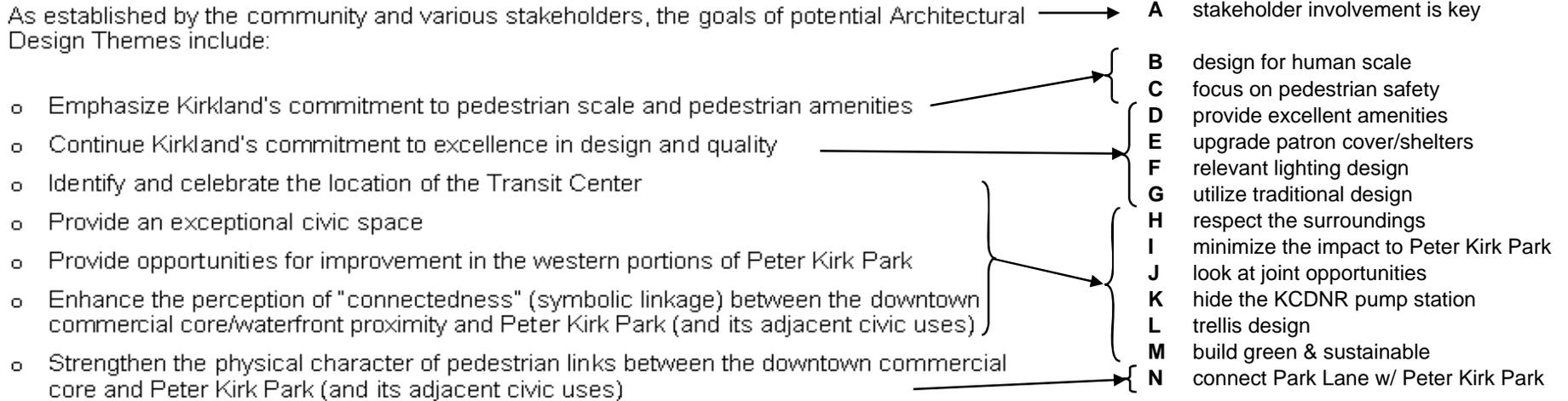
Goals of the Architectural Design Themes

Core Theme

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

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

- A** stakeholder involvement is key
- B** design for human scale
- C** focus on pedestrian safety
- D** provide excellent amenities
- E** upgrade patron cover/shelters
- F** relevant lighting design
- G** utilize traditional design
- H** respect the surroundings
- I** minimize the impact to Peter Kirk Park
- J** look at joint opportunities
- K** hide the KCDNR pump station
- L** trellis design
- M** build green & sustainable
- N** connect Park Lane w/ Peter Kirk Park



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| 9 | Park Lane one way or two way? | H | Park Lane will be two way, right in-right out only | ✓ |
| 11 | How can we incorporate a water feature into this? | H | Maintenance concerns; no water feature is proposed with Transit Center | not recommended |
| 14 | 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 | H | 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). | ✓ |
| 37 | When will the signal at Third and Kirkland be built? | H | Project will be bid in Fall of 2008 | --- |
| 38 | How will the driveways to the antique mall work? | H | Alley will be one-way east bound (as it currently is) with mountable curb at median; driveway from Park Lane will be maintained | --- |
| 39 | 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. | H | DNR has joined meetings for Transit Center and project schedules are now being coordinated. Interface of east pump station wall is being developed. | ✓ |
| 40 | 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 | H | During the design of the signal, options for signal cabinet screening are being explored by INCA; options could include landscape or hardscape screening, possible location for signal cabinet art | ✓ |
| 42 | Transit center: What about the 4th of July parade route and the proposed median on 3rd? | H | Rerouting/reconfiguration of the parade route will be required as a trade off to pedestrian enhancements | --- |
| 49 | love the existing garage/library landing and staircase -- don't lose those; people congregate there | H | new landing & staircase will replicate/improve the existing conditions | ✓ |
| 58 | can any type of sound deadening/dampening be incorporated? | H | exploring use of rubber sidewalk panels; also addresses sustainable design focus | |
| 59 | Provide figures on the ridership growth as a part of SEPA letter response | H | ridership projections included in the SEPA/noise documentation | ✓ |
| 60 | will the additional noise study lead to mitigation measures? | H | none are proposed as noise levels are similar to existing patterns | not recommended |
| 62 | look at the practicality and impacts of using "quiet" pavement vs. concrete for noise | H | durability is still under study by WSDOT | |
| 72 | Design the transit center by taking cues from the Library (i.e. an extension of that) | H | design team attempting to balance demonstrative sense of place and human scale (somewhat competing project goals). Surrounding context such as adjacent Library building being considered and revised Trellis considers Library cues | |
| 75 | Mercer Island park and ride is a good example of what we are looking for | H | Integrated art has yet to be introduced into the project and forms basis of selected Artist's proposal | |
| 78 | Bury the signal cabinet at Third and Kirkland Ave | H | options for screening as a part of the Third and Kirkland Traffic signal are underway | |
| 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) | I | green roof concept on Trellis was not compatible with visual preferences | not recommended |
| 5 | Come back with ideas of how not to lose the park; if you can't then provide commensurate green space | I | ongoing; new Park integration concept June 2008 | |
| 6 | mitigate Park/TC interface now held by trees | I | ongoing; new Park integration concept June 2009 | |
| 66 | More integration with the Park at the berm | I | previous objective was to minimize footprint into Park; new Park integration concept will be introduced June 2008 | |
| 71 | Integrate the northeast shelters into the berm | I | previous objective was to minimize footprint into Park; new Park integration concept will be introduced June 2008 | |

| Ref # | Issue/Comment | Core Theme | Response/Status | Incorporated |
|-------|---|------------|--|-----------------|
| 21 | Work with Parks to see if there is a joint development opportunity as it relates to the restrooms. | J | 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. | |
| 32 | Consider land swap with Antique Mall development at the south west corner of Park Lane and Third Street | J | Developer has been approached and is not in favor of proposal | not recommended |
| 33 | 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. | J | KCDNR's staff exploring joint opportunities to interface transit center and lift station | |
| 61 | Coordinated paving of new utilities ought to save KCDNR \$; have them add something | J | Art budget identified in KCDNR project will be added to Transit Center | |
| 18 | The pump station needs to be hidden (water treatment, art etc). | K | King County DNR staff is coordinating lift station expansion with Transit Center. Landscaping and surrounding pedestrian facilities will be consistent, however external building design of lift station has not been developed. Project will require Kirkland design review board approval. King County art budget will be added to Transit Center project and opportunities for use of the lift station are under consideration. | |
| 24 | Check out Wilmot Park in Woodinville for good example of trellis/arbor. | L | site visits and pictures incorporated into the design | ✓ |
| 26 | Is the "hat" pyramid a done deal | L | concept revised | ✓ |
| 52 | incorporate the vertical elements of the woodinville Wilmont Park for the trellis | L | vertical elements are included | ✓ |
| 53 | keep the underside of the trellis light -- incorporate skylights if possible | L | Trellis shelter has been revised to include significant glazing adjacent to green roof | ✓ |
| 55 | want a more traditional/classic cantilever | L | horizontal planes vs peak incorporated | ✓ |
| 19 | The greener the better. | M | Low impact development strategies/opportunities are being explored during design; traffic signal will include LED lighting, surface water treatment alternatives are being studied. | |
| 20 | Include recycling facilities. | M | Kirkland is working with Waste Management on service options, however facilities are being incorporated into design. | ✓ |
| 29 | Green design within the structures --- want something different | M | ongoing | |
| 30 | The Transit Center must become a "Green" link between downtown and Peter Kirk Park | M | ongoing | |
| 34 | No detention required? Is there an oil/water separator? | M | the review and study of treatment/conveyance of surface water is being developed | |
| 41 | GREEN all shades of green. This has to be an "adventurousome" project in terms of green-ness. | M | ongoing | |
| 63 | Include some sort of LID storm water treatments | M | the review and study of treatment/conveyance of surface water is being developed | |
| 70 | The plants shown on the green roof don't work | M | green roof concept on Trellis was not compatible with visual preferences | not recommended |
| 73 | Better ideas of sustainable design and integrating green | M | ongoing | |
| 74 | What about using LED lights in the Transit Center | M | ongoing | |
| 15 | The transit center should play a connector role between Park Lane and Peter Kirk Park - very important | N | 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. | |
| 31 | Enhancement of the Park Lane corner to strengthen and enlarge the western end of the pedestrian connection to Peter Kirk Park | N | can be reviewed when Trellis concept is developed further | |
| 68 | Need to do a better job of extending the Park across Third Street | N | Integrated art has yet been introduced into the project | |
| 69 | What happened to the idea of echoing the theme on the west side of Park Lane | N | can be reviewed when Trellis concept is developed further | |



Aerial View - from South West
(Showing Revised Park Trellis)



View of (Revised) Park Trellis



View from Park Lane & 3rd Street Intersection- Looking East
(Showing Revised Park Trellis)



View along 3rd Street - Looking North
(Showing Revised Park Trellis)



INCA HEWITT

Kirkland Transit Center
June 17, 2008



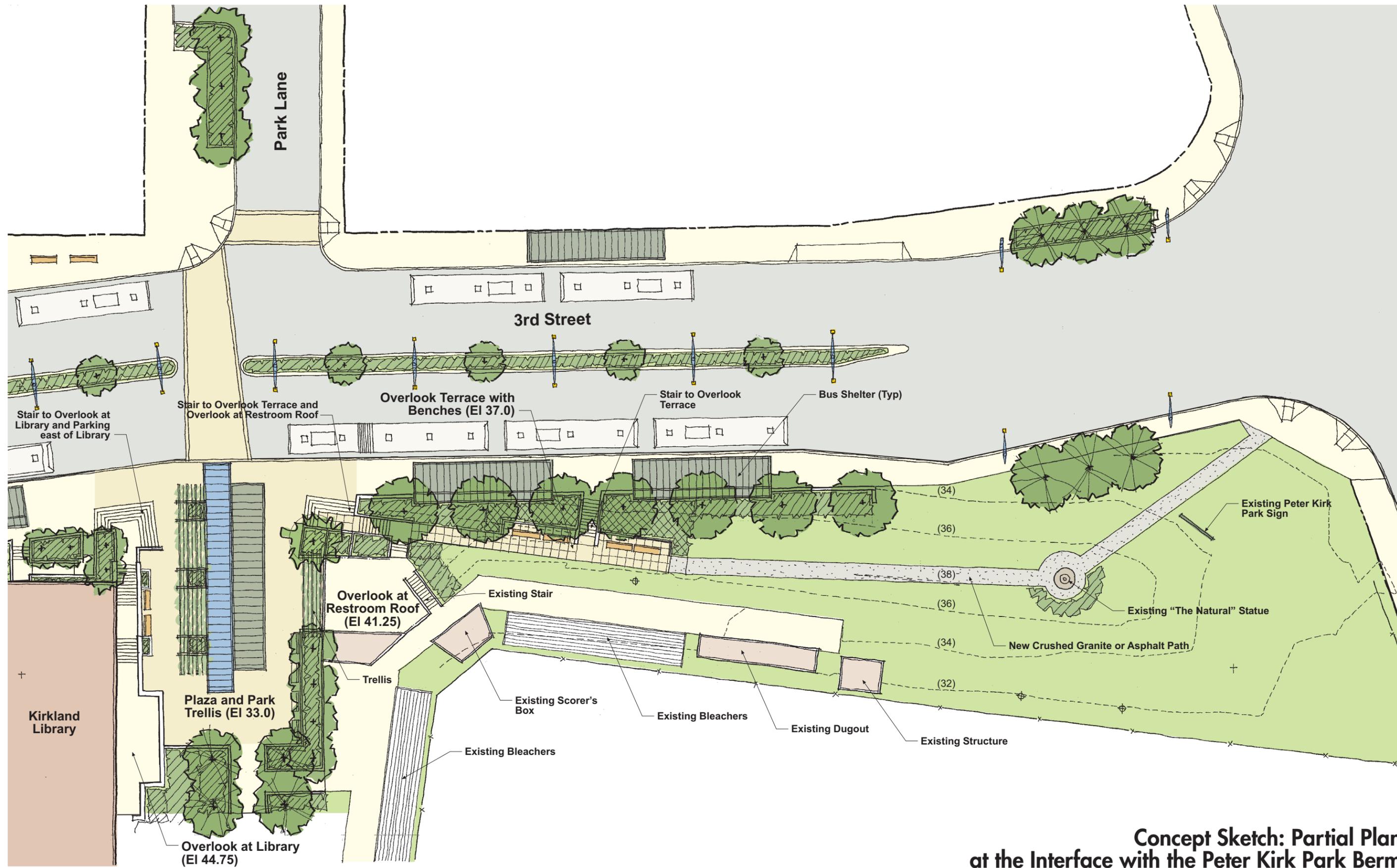
View Under (Revised) Park Trellis - Looking West



View from Under (Revised) Park Trellis - Looking South



View of (Revised) Park Trellis from Library - Looking North West



**Concept Sketch: Partial Plan
at the Interface with the Peter Kirk Park Berm**

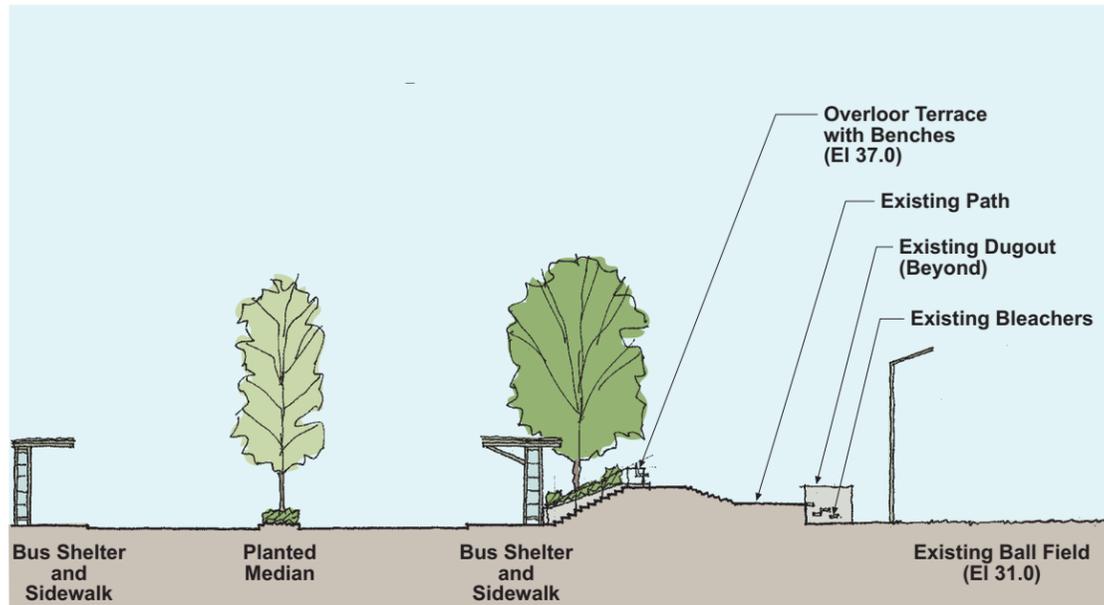


INCA HEWITT

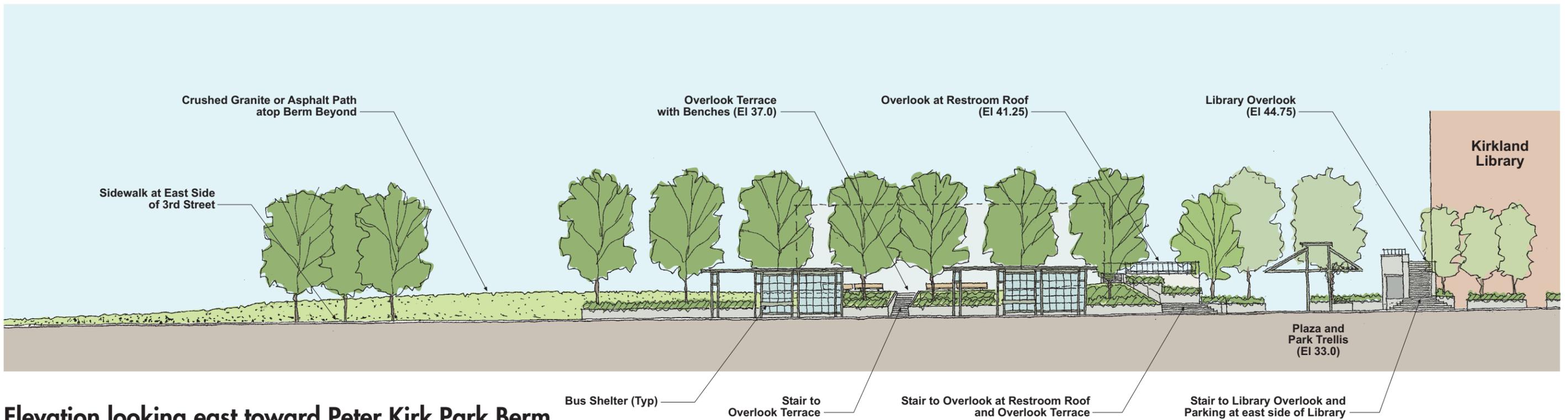


Kirkland Transit Center

June 17, 2008



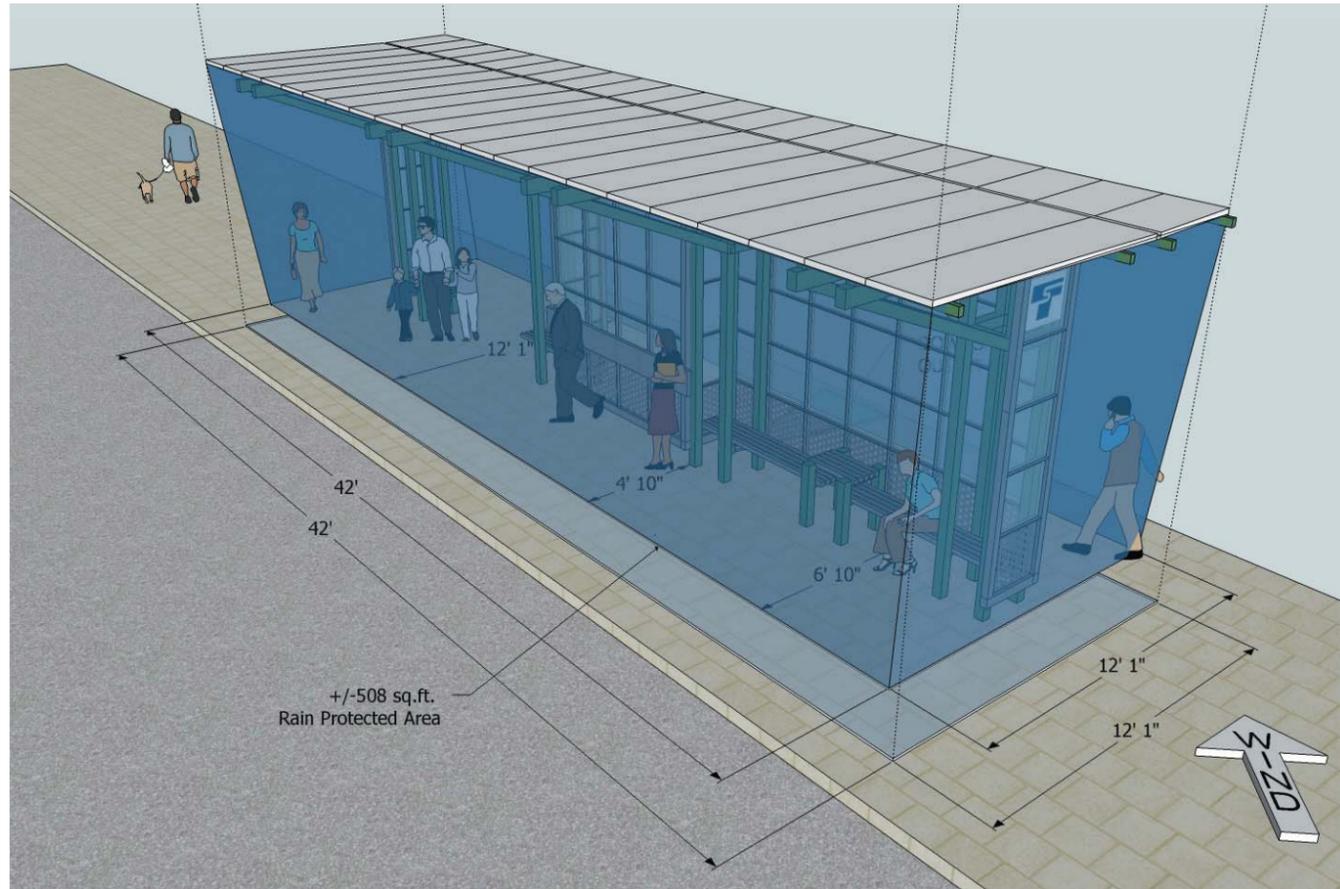
Section through Peter Kirk Park Berm (looking north)



Elevation looking east toward Peter Kirk Park Berm

Concept Sketch: Section and Elevation at the Interface with the Peter Kirk Park Berm





Proposed Bus Shelter

(Shown with 10 degree rain angle per Section 5.5 of 'Design Standards and Guidelines for Sound Transit Projects: Sounder & ST Express Facilities.)



Standard "Large" Sound Transit Standard Bus Shelter (per Standard Drawing #5)

Shown at same scale & perspective viewpoint as proposed shelter at left, to indicate relative size.

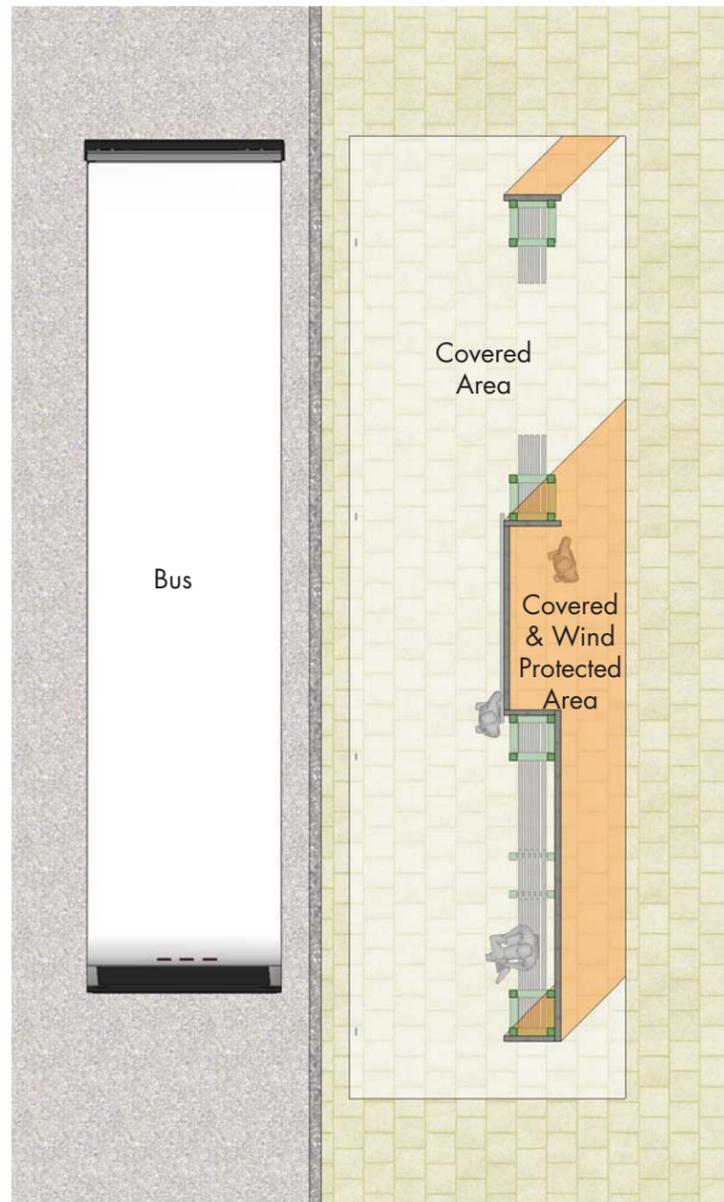
(Shown with 10 degree rain angle.)

Rain Protection provided by Proposed Bus Shelter (with Standard Sound Transit Bus Shelter also shown for comparison)



Kirkland Transit Center

June 17, 2008



Proposed Bus Shelter
 (at East side of 3rd Street, with winter winds from SW)

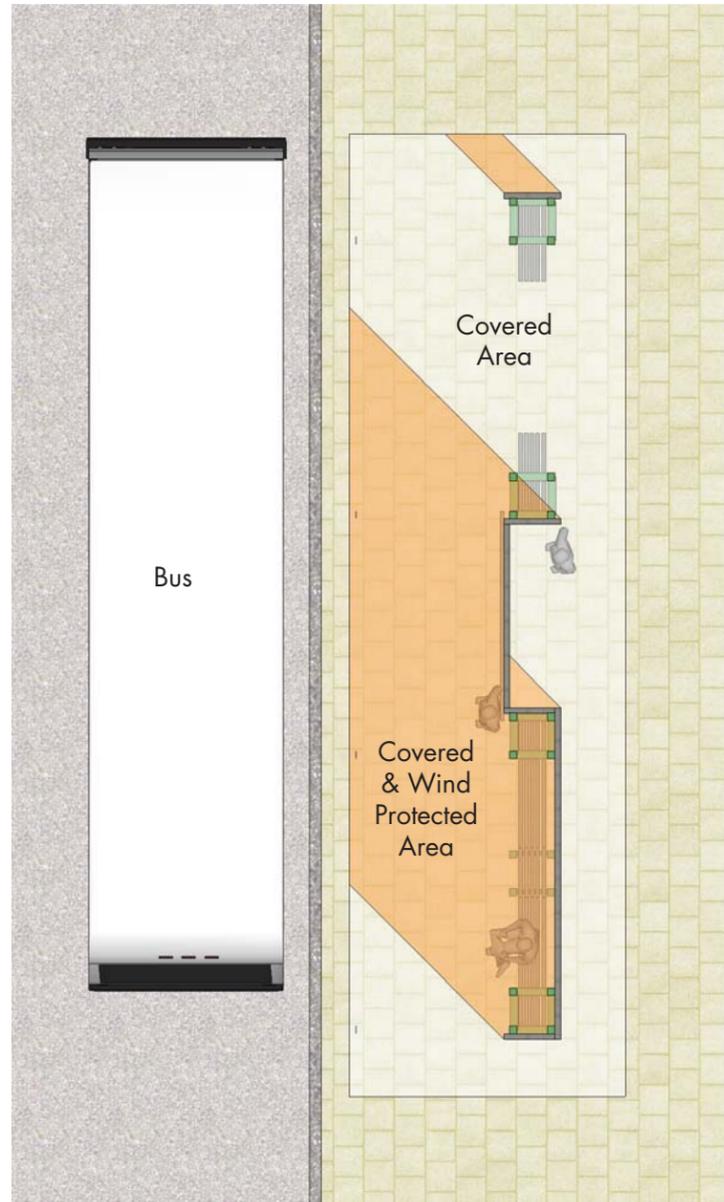


Standard "Large" Sound Transit Standard Bus Shelter (per Standard Drawing #5)
 Shown at same scale as proposed shelter at left, to indicate relative size.



1 of 3: Winter Winds from Southwest Wind Protection provided by Proposed Bus Shelter at East Side of 3rd Street

(with Standard Sound Transit Bus Shelter also shown for comparison)



Proposed Bus Shelter
 (at East side of 3rd Street, with winter winds from SE)

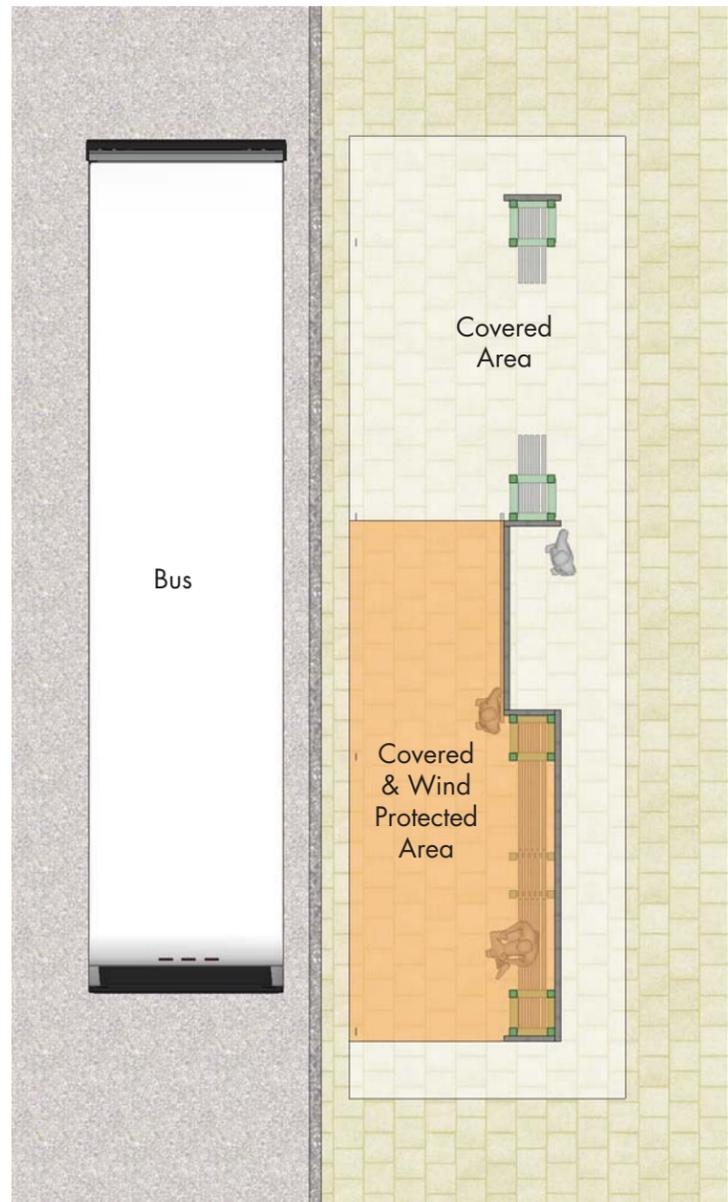


Standard "Large" Sound Transit Standard Bus Shelter (per Standard Drawing #5)
 Shown at same scale as proposed shelter at left, to indicate relative size.

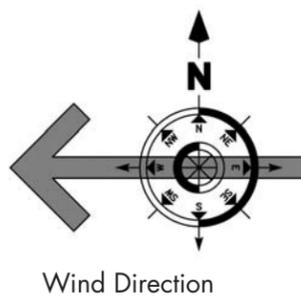


2 of 3: Winter Winds from Southeast Wind Protection provided by Proposed Bus Shelter at East Side of 3rd Street

(with Standard Sound Transit Bus Shelter also shown for comparison)



Proposed Bus Shelter
 (at East side of 3rd Street, with winter winds from E)

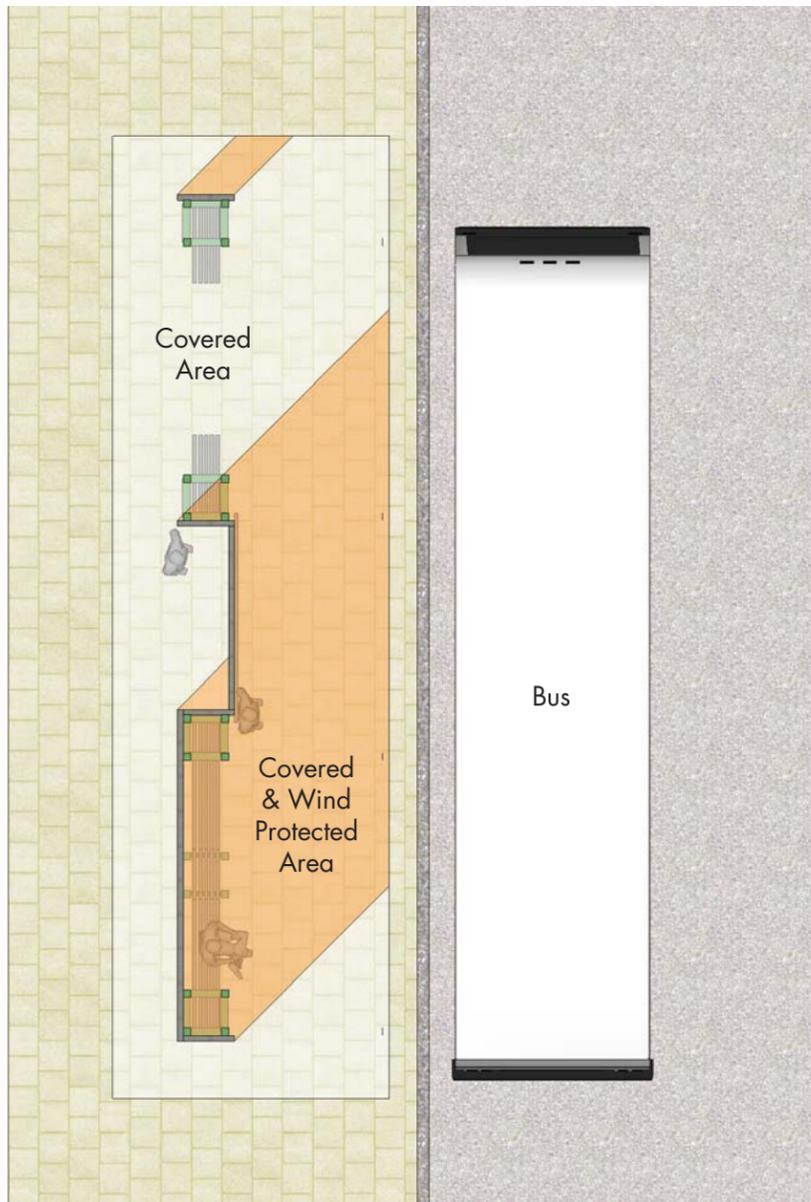


Standard "Large" Sound Transit Standard Bus Shelter (per Standard Drawing #5)
 Shown at same scale as proposed shelter at left, to indicate relative size.

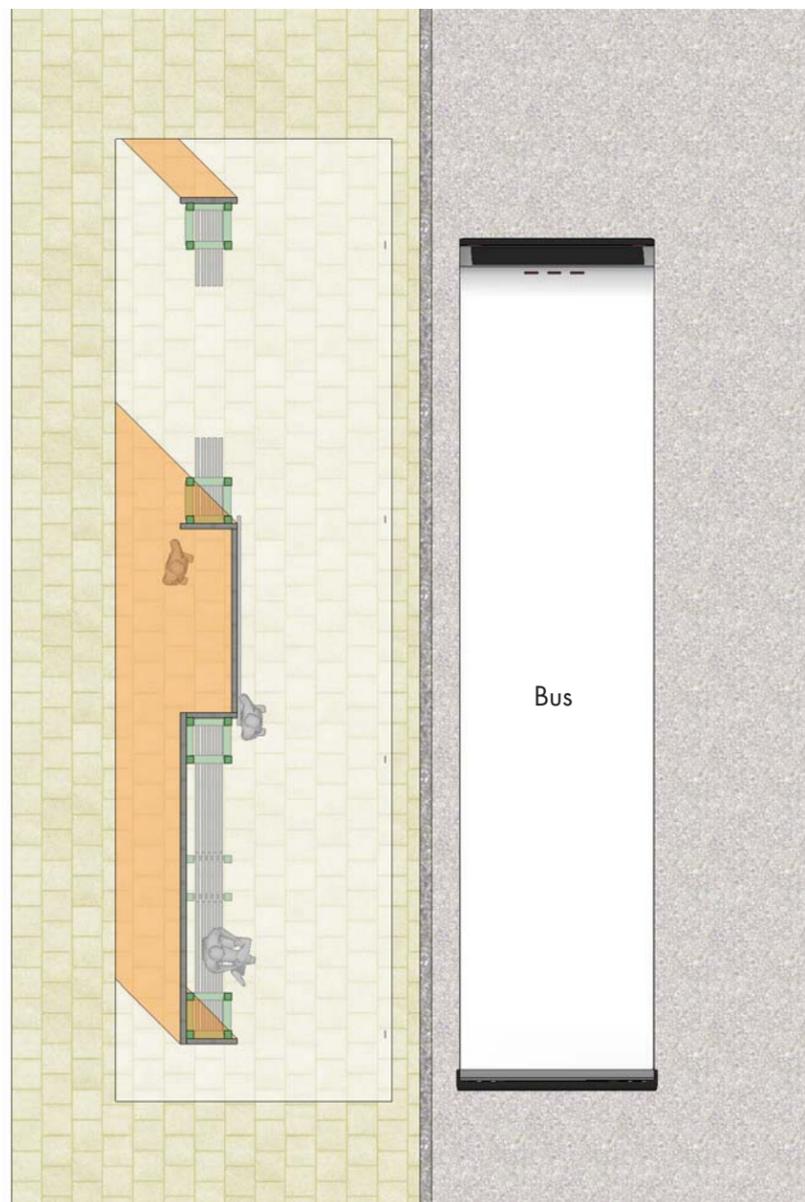
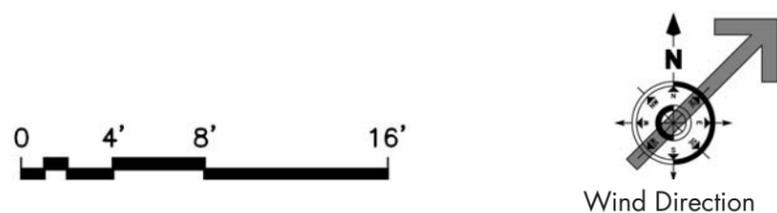


3 of 3: Winter Winds from East Wind Protection provided by Proposed Bus Shelter at East Side of 3rd Street

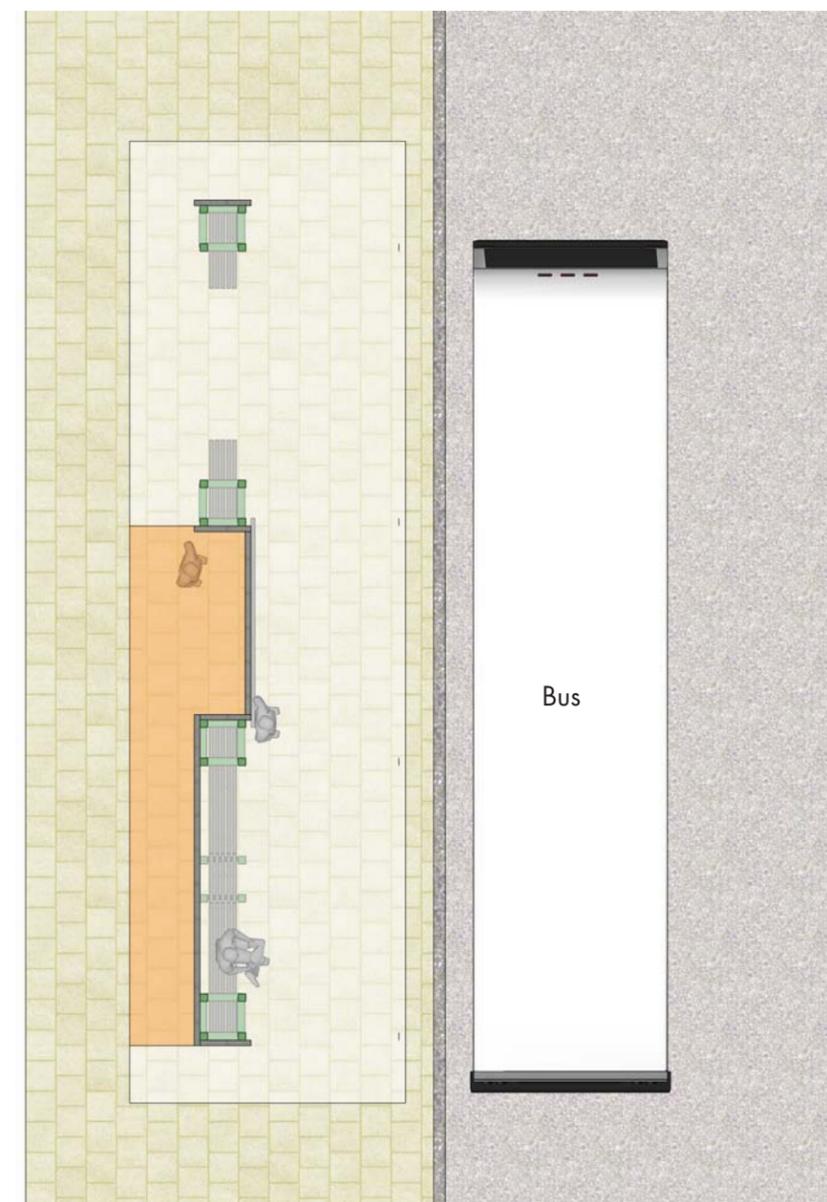
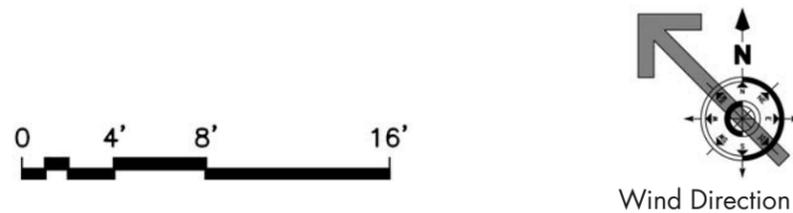
(with Standard Sound Transit Bus Shelter also shown for comparison)



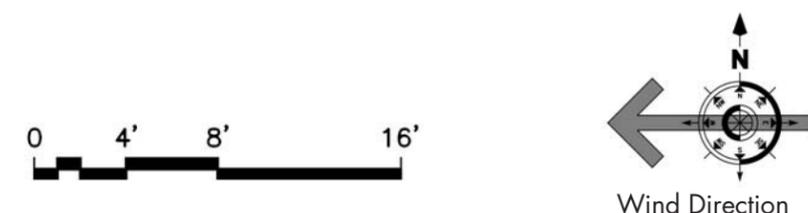
Proposed Bus Shelter
(at West side of 3rd Street with wind from SW)



Proposed Bus Shelter
(at West side of 3rd Street with wind from SE)



Proposed Bus Shelter
(at West side of 3rd Street with wind from E)



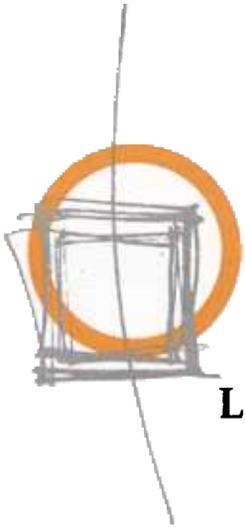
**Winter Winds from Southwest, Southeast, & East
Wind Protection provided by Proposed Bus Shelter
at West Side of 3rd Street**



Typical Shelter Perspective (Front)



Typical Shelter Perspective (Back)



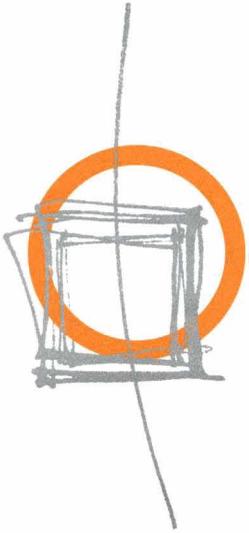
LightWire

a lighting design studio

...is a diverse group of lighting designers joined together under the belief that lighting arts must be approached from a perspective including both technical knowledge and aesthetic insight. We firmly believe that **form follows function** and approach design from an understanding of desired lighting effect and quality bringing us to selection of lighting instruments as a secondary activity. Because we recognize that human perception is as important to design success as numerical standards, we design lighting systems that compliment their architectural settings while meeting accepted industry guidelines.

We strive to provide services that are **valuable and affordable** to a variety of clients over a wide range of architectural project types. Our work process is flexible to fit our services to clients' needs, utilizing methods ranging from informal sketching to state-of-the-art digital prediction and analysis tools.

To maintain an unparalleled level of quality in our work, we continually monitor and refine our processes to ensure clear, reliable documentation. Good documentation alone, however, is not enough. Experience shows that the best lighting installations result from open, **collaborative efforts** amongst space designers, lighting designers, builders, and owners. Our upbeat and responsive attitude facilitates these efforts.



Denise Simpson, LC
Principal

Ms. Simpson has more than 25 years experience in the many aspects of lighting design. This experience offers versatility in melding the technical and the aesthetic aspects of light, allowing her to craft design solutions that are imaginative, energy efficient, and maintainable.

Licenses/Special Skills/Education

- LC Certified by NCQLP
- National Electric Code Class
- IES Basic and Advanced Lighting (ED-100 & ED-150)
- Minneapolis Drafting School, Minneapolis, MN - Electro-Mechanical Drafting Program

Lighting Awards

- IIDA Puget Sound Section & Northwest Regional Awards - Edward Guth Award for Interior Lighting - **Goldfard Jewelers**, Seattle, Washington - 2007
- IIDA Puget Sound Section & Northwest Regional Awards - Waterbury Award for Exterior Lighting - **Reno-Sparks Convention Center**, Reno, Nevada - 2004
- IIDA Puget Sound Section & Northwest Regional Awards - Edward Guth Award for Interior Lighting - **Reno-Sparks Convention Center**, Reno, Nevada - 2004
- IIDA Puget Sound Section & Northwest Region Award - Waterbury Awards for Exterior Lighting - **Café 9**, Redmond, WA - 2001
- IIDA Puget Sound Section & Northwest Region Award - EPRI Awards for Energy Efficient Design - **Café 9**, Redmond, WA - 2001
- IIDA Puget Sound Section & Northwest Region Award - Edward Guth Award for Interior Lighting - **Boeing Commercial Airplane Group Headquarters Building**, Renton, WA - 1999
- Washington State Chapter of the National Association of Industrial and Office Properties, Office Development of the Year Award - **Boeing Commercial Airplane Group Headquarters Building**, Renton, WA - 1999

Recent Experience

- **Fashion Place Mall**, Murray, Utah (*Mulvanny G2 Architecture*)
- **Burien City Hall and Library**, Burien, Washington (*ruffcorn mott hinthorne stine*)
- **Starr Pass Marriott Spa and Resort**, Tucson, Arizona (*Horberger+Worstell/HBA*)
- **Riverpark Development**, Redmond, Washington (*Legacy Riverpark, LLC*)
- **One World Trade Center Plaza Renovation**, Long Beach, CA (*ehs design*)
- **Reno Sparks Convention Center**, Reno, Nevada (*LMN Architects*)
- **One Union Square-Water Feature**, Seattle, Washington (*The Berger Partnership*)
- **Anthony's Restaurants**, Richland, Bremerton, Olympia, Washington (*Mulvanny G2 Architects*)
- **Trolley Square Mall**, Salt Lake City, Utah (*Mulvanny G2 Architecture*)
- **Town Square Park**, Burien, Washington (*GGLO*)
- **TCR Ballard**, Seattle, Washington (*GGLO*)

Professional Memberships

- Illuminating Engineering Society of North America - 1985 to present

References Available Upon Request

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Representative Projects

Agilent Corporate Headquarters Renovation

Santa Clara, California
Callison Architecture

AG Office Tenant Improvement

Seattle, Washington
Gensler

Air Force Federal Credit Union

San Antonio, Texas
ehs design

Ala Moana Mall Renovation

Waikiki, Hawaii
Callison Architecture
John Graham & Associates

Al Nakheel Residential Community

United Arab Emirates
Callison Architecture

Alamosa Senior Center

Alamosa, Colorado
Zink & Associates

Amazon.com North Campus Building

Seattle, Washington
Zimmer Gunsel Frasca Partnership

Ambia Seattle Office

Seattle, Washington
Ambia

Anthony's Restaurant

Bellingham, Washington
Mulvanny G2 Architecture

Anthony's Restaurant

Olympia, Washington
Mulvanny G2 Architecture

Anthony's Restaurant

Richland, Washington
Mulvanny G2 Architecture

Ayala Greenbelt Development

Manila, Philippines
Callison Architecture

Balson-Morgan Residence

Seattle, Washington
Rhodes Architecture + Light

Bellevue Pacific Center

Bellevue, Washington
Curtis Beattie Architects

Black Hills Federal Credit Union Renovation

Rapid City, South Dakota
ehs design

Boeing Commercial Airplane Group (BCAG) Headquarters

Renton, Washington
LMN Architects

Bothell United Methodist Church

Bothell, Washington
Ken Hays Architects

Bremerton Government Center

Bremerton, Washington
LMN Architects

Brown Residence

Seattle, Washington
Eloise Brown

LightWire

Representative Projects

Burien City Hall and Library

Burien, Washington
ruffcorn mott hinthorne stine

Canyon Park Corporate Campus

Bothell, Washington
JPC Architecture

Cedar Hills Crossing Mall Renovation

Beaverton, Oregon
Callison Architecture

Central Washington University Science Facility

Ellensburg, Washington
Wood/Harbinger

Central Avenue Mixed Use Development

Chongqing, China
Callison Architecture

Civica Office Development

Bellevue, Washington
LMN Architects

Chelan Resort Suites

Lake Chelan, Washington
Chelan Resorts, LLC

Cho-Mankoff Residence

Seattle, Washington
David Foster Architects

Clise Residence Renovation

Medina, Washington
Emick Howard & Seibert

Club Jet Duty Free Shop - Sea-Tac International Airport

Seattle, Washington
ehs design

Collins Condo

Seattle, Washington

Audrey Collins

Collins Residence

Seattle, Washington
Rhodes Architecture + Light

Davis Wright Tremaine Office Renovation

Bellevue, Washington
Collins Woreman

Dearborn at 5/90 Corporate Campus

Seattle, Washington
NBBJ Architects

Deloitte & Touche Offices

Seattle, Washington
Gensler

Des Moines United Methodist Church-Sanctuary Renovation

Des Moines, Washington
Des Moines UMC

Dontics Dental Offices

Port Orchard, Washington
DKA/Gerber Vail, Inc.

Duarte Residence

Seattle, Washington
Dutch and Carol Duarte

8 Limbs Yoga Studio

Seattle, Washington
Anne Phyfe Palmer

Ellis Li & McKinstry Lobby Renovation

Seattle, Washington
Ellis Li & McKinstry Architects

Everett CC Arts & Sciences Bldg

Everett, Washington
LMN Architects

222 N. E. 89th Street, Seattle, Washington 98115 USA 

tel 206.292.8177 fax 206.729.1237 www.ltwire.com

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Representative Projects

Evergreen Plaza Building Renovation

Kirkland, Washington

Callison Architecture

Federal Way Church

Federal Way, Washington

Crawford Design Associates

Florence Henry Memorial Chapel

Seattle, Washington

Bassetti Architecture

Fifth Avenue Plaza Renovation

Bank of America Building

Seattle, Washington

Hines Interests/dynamikspace

Franklin Elementary School

Tacoma, Washington

Wood/Harbinger

Fremont Block 40

Seattle, Washington

Security Properties/Bumgardner Architects

Fujian Power Company Headquarters

Fujian, China

Mulvanny G2 Architecture

The Gardens Shopping Mall

United Arab Emirates

Callison Architecture

Gensler Offices, Seattle

Seattle, Washington

Gensler

Gift Center Renovation

Seattle, Washington

ehs design

Gillette Residence

Seattle, Washington

Rhodes Architecture + Light

Glade Residence

Seattle, Washington

Rhodes Architecture + Light

Goldfarb Jewelers – 6th & University

Seattle, Washington

ehs design

Goldman Residence

Chelan, Washington

Goldman Family

Goodman Real Estate 3rd Floor

Seattle, Washington

Clark Design Group/RCD

Guangzhou Beijing Retail Center

Beijing, China

Callison Architecture

Grace's Kitchen

Seattle, Washington

SKB Architects/1024 Partners

Guest House at Creek Landing

Jebel Ali Properties

Dubi, United Arab Emirates

Callison Architecture

Hanoi Retail Center and Shops

Hanoi & Ho Chi Minh City, Vietnam

Callison Architecture

Harbin Shanghai No. 1 Shopping Center

Harbin, China

Callison Architecture

Hemingway Residence

Yellowstone Club, Montana

Kranitz Gehl Architects

222 N. E. 89th Street, Seattle, Washington 98115 USA 

tel 206.292.8177 fax 206.729.1237 www.ltwire.com

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Representative Projects

Honda of Kirkland

Kirkland, Washington
ehs design

Hooper/Silberg Residence

Seattle, Washington
Hooper/Silberg Family

HP Halo and Halo 2 Renovation

San Jose, California
Callison Architecture

IDX Tower

Seattle, Washington
Zimmer Gunsul Frasca Partnership

Inn at the Market

Seattle, Washington
Charles Anderson Landscape Architecture

Issaquah Commons

Issaquah, Washington
Callison Architecture

Jordon Valley Park

Springfield, Missouri
LMN Architects

Judah Residence

Mercer Island, Washington
Gordon Walker & Associates

Judy Residence

Seattle, Washington
Edifice Construction

KDW Offices

Seattle, Washington
KDW Architects

Kinzer Residence

Sammamish, Washington
Krannitz Gehl Architects

LaMedusa Restaurant

Seattle, Washington
Evan & Julie Andres

Lake Burien Presbyterian Church

Burien, Washington
BPH Architects

Lakeridge Corporate Campus

Redmond, Washington
G2 Architecture

Lancaster Mall Renovation

Salem, Oregon
Callison Architecture

Landmark Department Stores

Manila, Philippines
Callison Architecture

Lexus Dealership of Bellevue

Bellevue, Washington
Gerber Vail, Inc.
ehs design

Lululemon Athletica - Prototype Stores

2007 USA Rollouts
Callison Architecture

Lynnwood Honda

Lynnwood, Washington
Bumgardner

Magnolia Library

Seattle, Washington
SHKS Architects

Magnolia Gardens

Seattle, Washington
Rhodes Architecture + Light

LightWire

Representative Projects

Mario's Apparel

Portland, Oregon
Fifth Avenue Architecture

Marriott Starr Pass Resort

Tucson, Arizona
Hornberger & Worstell

Mars Hill Church Renovation

Seattle, Washington
BPH Architects

Medical & Dental Building Renovation

Seattle, Washington
Clark Design Group

Mercer Island Presbyterian Church

Mercer Island, Washington
BPH Architects

Methow Valley Residence

Winthrop, Washington
Rhodes Architecture + LightWire

Metropolitan Park East & West Renovation

Seattle, Washington
ehs design

Microsoft Building 9 Cafe

Redmond, Washington
KDW/Zimmer Gunsels Frasca Partnership

Microsoft Building 11 Video Teleconference Room Renovation

Redmond, Washington
KDW

Microsoft Building 25

Redmond, Washington
Callison Architecture

Microsoft Museum and Employee Support Center

Redmond, Washington
HOK Architects

Microsoft Spacelabs Complex Renovation

Redmond, Washington
Zimmer Gunsels Frasca Partnership

Murphy Residence

Seattle, Washington
Colleen Murphy

Murray Residence

Seattle, Washington
Rhodes Architecture + Light

Nan An Center

Chongqing, China
Callison Architecture

Nickerson Residence

Kirkland, Washington
Rhodes Architecture + Light

Noida Retail Centers - Phase I & II

Noida, Uttar Pradesh, India
Callison Architecture

North Fork Ridge Visitor's Center

Mount St. Helen's, Washington
The Berger Partnership

Norway Hills Residence

Bothell, Washington
Rhodes Architecture + Light

LightWire

Representative Projects

One Union Square – Lobby Remodel
Seattle, Washington
Mulvanny G2 Architecture

One Union Square – Water Feature
Seattle, Washington
The Berger Partnership

Ototo Restaurant
Tukwila, Washington
GM Studio

**Pacific Place – 4th Floor Retail
Johnny Rockets**
Seattle, Washington
Pine Street Group, LLC

Parkview Plaza Building - Exterior
Seattle, Washington
Bumgardner Architects

Pierson Residence
Whidbey Island, Washington
Soli Terry Architects

Price Residence
Bothell, Washington
Rhodes Architecture + Light

**Puget Sound Regional Transit
Station Design/Street Improvements**
Seattle, Washington
Otak/Arai Jackson Architects

Pyong Taek Station
South Korea
Callison Architecture

Qingdao Polar Seaworld
Shanghi, china
Callison Architecture
Charles Anderson Landscape Design

Queen K'Ahumana Center
Honolulu, Hawaii
Callison Architecture

Reno-Sparks Convention Center
Reno, Nevada
LMN Architects

Redmond Hospital Addition
Redmond, Oregon
Callison Architecture

Redmond Ridge
Redmond, Washington
Callison Architecture

**Reflecting Pond, Art Installation by
Debbie Young**
Seattle, Washington
Washington Mutual

Riverpark Development
Redmond, Washington
Legacy Riverpark, LLC

Russell Company – First Impressions
Tacoma, Washington
LMN Architects

Rottler Residence
Seattle, Washington
Rhodes Architecture + Light

St. Charles Hospital North Tower
Bend, Oregon
Callison Architecture

St. Barbara's Catholic Church
Black Diamond, Washington
Roy C. Koczarski, AIA

St. Charles Hospital Heart Center
Bend, Oregon
Callison Architecture

LightWire

Representative Projects

St. Charles Family Birthing Center
Bend, Oregon
Callison Architecture

Sandpoint United Methodist Church
Seattle, Washington
Sandpoint Methodist Congregation

**Safeco Tenant improvement -
Second and Seneca**
Seattle, Washington
Gensler

**Safeco Tenant improvement -
1001 4th Avenue**
Seattle, Washington
Gensler

Savory Residence
Yarrow Point, Washington
The Berger Partnership

Schaaf Residence
Bremerton, Washington
Ken Schaaf

Schramm Residence
Washington
Soli Terry Architects

**Seattle University
Tsutakawa Fountain**
Seattle, Washington
The Berger Partnership

**Seattle University - Campion
Hall - Multi-Faith Chapel**
Seattle, Washington
Schacht/Aslani Architects

720 Olive Way - Lobby Remodel
Seattle, Washington
Callison Architecture

1700 Seventh Avenue
Seattle, Washington
Callison Architecture

Shadowland Café and Lounge
Seattle, Washington
McNelis Architects

Sherwood Village
Sequim, Washington
Kenneth Hays Architects

Shenzhen Book Mall
Shenzhen, China
Callison Architecture

Shenzhen City Center Time Mall
Shenzhen, China
Callison Architecture

Siam Restaurant
Seattle, Washington
Siam, Inc.

**Sterling Savings Bank -
Seattle Branch**
Seattle, Washington
Emick Howeward & Seibert

**Sterling Savings Bank -
Alderwood Branch**
Lynnwood, Washington
Emick Howard & Seibert

SMC Eastside Specialty Center
Issaquah, Washington
Callison Architecture

Stadium High School
Tacoma, Washington
Merrit + Pardini Architects

222 N. E. 89th Street, Seattle, Washington 98115 USA 

tel 206.292.8177 fax 206.729.1237 www.ltwire.com

LightWire

Representative Projects

Stacey Residence

Woodinville, Washington
Stacey Family

Starbucks Store – Westlake Park

Seattle, Washington
Starbucks Corporation

Starbucks Coffee Company

Prototype Store Model
Starbucks Corporation

Stock Pot Soups – R&D Kitchen

Woodinville, Washington
JPC Architects

Sound Transit Station Design

Capitol Hill Stations

Rainier Valley Line

Seattle, Washington
Arai Jackson Architects

Sound Transit Station Design

Tacoma System

Tacoma, Washington
Otak
Miller/Hull Partnership

Sound Transit Station Designs

Tunnel Renovations

Seattle, Washington
LTK Engineering

Sohn Residence

Seattle, Washington
Place Architects

Springhill Residence

Kirkland, Washington
Rhodes Architecture + Light

Stonesifer Residence

Seattle, Washington
Rhodes Architecture + Light

Super Residence

Port Ludlow, Washington
Bernard Super

Swedish Hospital – Ballard OB Renovation

Seattle, Washington
Callison Architecture

2033 Minor Avenue

Seattle, Washington
Peter Erickson

Tofoo Asian Bistro

Seattle, Washington
Muloanny G2 Architecture

Town Square Park

Burien, Washington
GGLO

Toyota of Kirkland

Kirkland, Washington
ehs design

Trolley Square Mall Renovation

Salt Lake City, Utah
Muloanny G2 Architecture

University of Puget Sound

Lowry Wyatt Building

Tacoma, Washington
Zimmer Gunsell Frasca Partnership
Wood/Harbinger

University of Washington

Administrative Office Remodel

Seattle, Washington
Barnett Schorr Architects

222 N. E. 89th Street, Seattle, Washington 98115 USA 

tel 206.292.8177 fax 206.729.1237 www.ltwire.com

LightWire

Representative Projects

**University of Washington
EE Building Phase II**
Seattle, Washington
LMN Architects

**University of Washington Practice
Facility - Commissioning**
Seattle, Washington
CDI Engineers

**University of Washington
Computer Commons**
Seattle, Washington
SHKS Architects

Uschold-Maroney Residence
Seattle, Washington
*Uschold-Maroney Family
Rhodes Architecture + Light*

VanderHoeven Residence
Bainbridge Island, Washington
Rhodes Architecture + Light

Village at Northridge
Portland, Oregon
Mithun

Vollan Residence
Washington
Soli Terry Architects

Volvo of Fife
Fife, Washington
ehs design

Wann Izakaya Restaurant
Seattle, Washington
GM Studio

Wola Shopping Center
Warsaw, Poland
Callison Architecture

Wood LeBlanc Residence
Seattle, Washington
Workshop for Architecture + Design

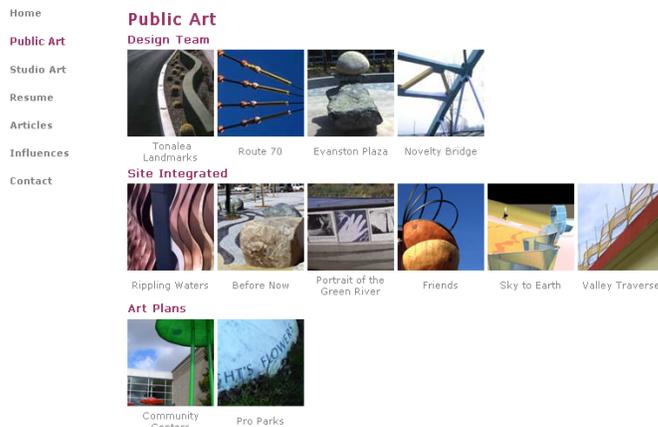
Woodstone Credit Union Renovation
Federal Way, Washington
ehs design

Zeek's Pizza
Seattle, Washington
Morris Architects

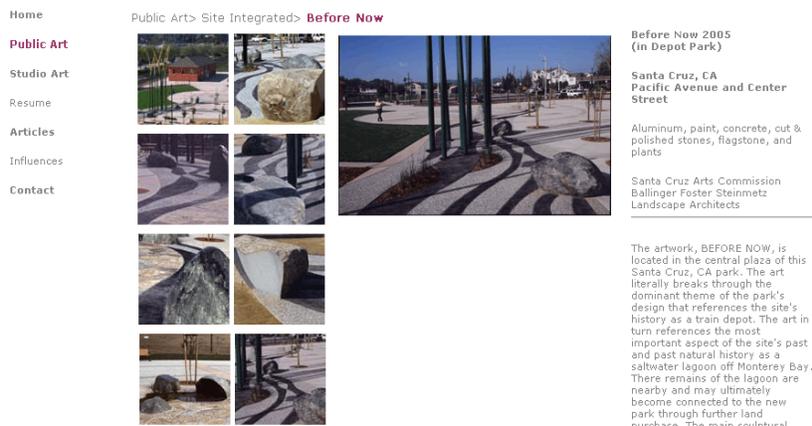
The attached are screenshots from Carolyn Law's home page:



Carolyn Law . visual artist



Carolyn Law . visual artist

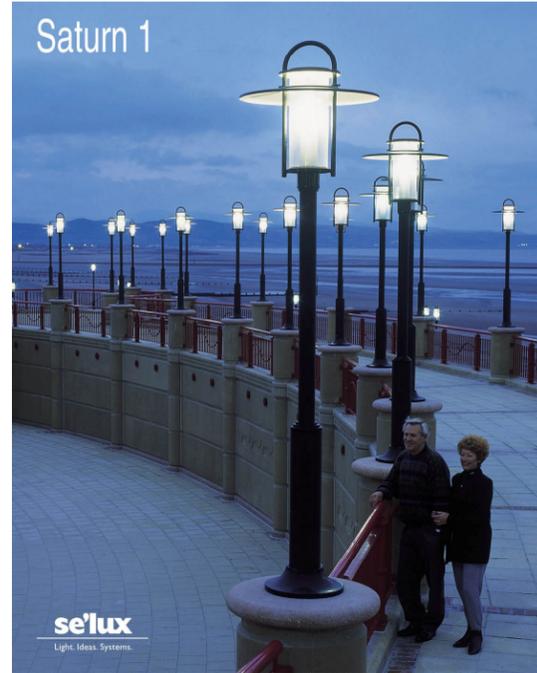


Existing Street and Pedestrian Lighting at 3rd Street



City of Kirkland Standard Pedestrian Light

Potential Option #1

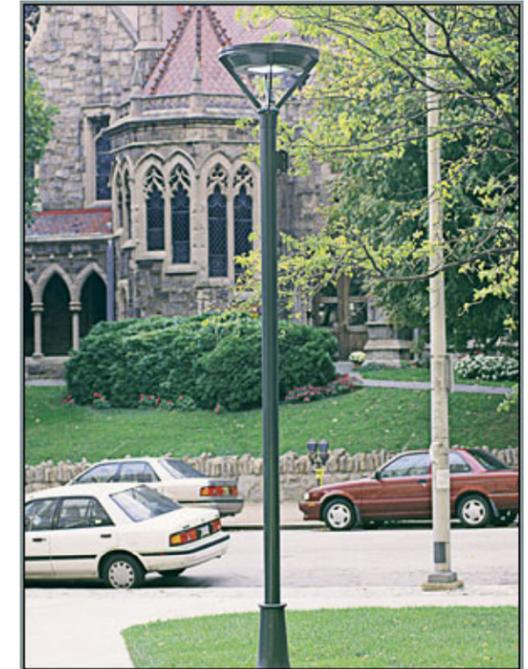


Pedestrian Light



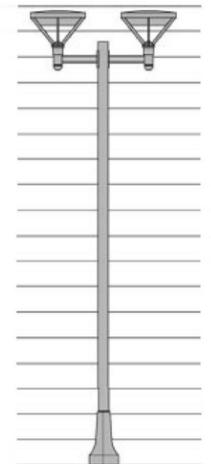
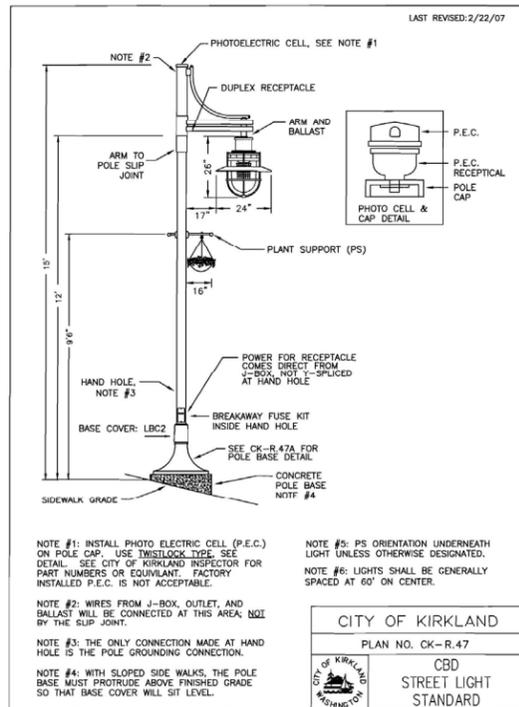
Street Light

Potential Option #2



Pedestrian Light

Street Light



Potential Options for Street and Pedestrian Lighting



Abridged Chronology of locating the Kirkland/Third Street Transit Center

- Jun 2001 Downtown Strategic Plan adopted by City Council identifies three potential locations for an expanded Transit Center: 1) south of Kirkland Ave between State Street and Main Street (preferred alternative), 2) existing location on Third Street, 3) the current Antique Mall site;
- Mar 2002 The Downtown Transit Committee made up of various community members convenes to undertake formal siting process with DSP sites;
- 2002 Various community open houses and public forums add additional potential sites which are also evaluated. Additional sites include: Main Street, the former Safeway site, Park Place shopping center, the former ACE Hardware site (now Bungie), and along Central Way. All sites are given consideration using guiding principals and evaluation criteria established by the Transit Committee;
- Feb 2003 Final recommended sites in order of preference: 1) Quadrant property at 424 Kirkland Way (now site of Bungie Game Works), 2) Third Street (current location), and Main Street;
- Date???? Main Street eliminated from further consideration due to site size and operational restraints;
- Oct 2004 City of Kirkland and Sound Transit enter agreement to consider Transit Center improvements at 424 Kirkland Way or at Third Street;
- Mar 2005 Quadrant Development negotiates contract with Microsoft to lease/redevelop 424 Kirkland Way removing the site from further Transit Center consideration;
- Apr 2005 City of Kirkland and Sound Transit mutually agree to proceed with new Transit Center at Third Street in its existing location;
- Oct 2005 Design team selected to develop new Kirkland/3rd Street Transit Center

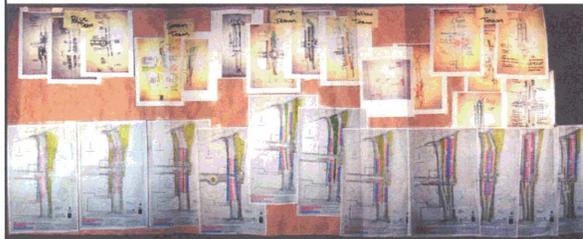


Kirkland Transit Center

design synopsis

June 2008

April 2006 - Stakeholder Workshop #1

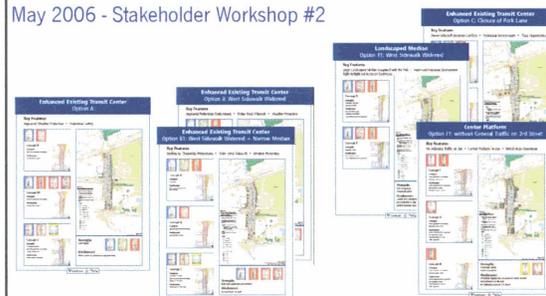


- Stakeholder brainstorming
- Explored design approaches
- 16 design ideas generated; grouped into 11 concepts

Design team renderings

| Concepts Developed at Workshop | | | |
|---|---|---|---|
| Participants at the April 2006 workshop developed a range of design ideas for the project team to consider. These ideas formed the basis for four design "families" as shown here. Within these families, the design team developed 11 different concepts and after completing an early analysis found six to be viable candidates for further study. | | | |
| Big Ideas | | | |
| Red Team | English System | | |
| | Prime Median | • | • |
| | North End Transit Center | | • |
| Blue Team | Pedestrian Safety & Traffic Calming | | • |
| | Shelters & Weather Protection | • | • |
| | Transit Operations | • | • |
| Green Team | One-way Northbound Option | | |
| | Pedestrians in Middle, Separated from Traffic | | • |
| Yellow Team | Pedestrian-focus with Park Lane col-de-sac | • | • |
| | Signal at Park Lane & 3rd | | • |
| Orange Team | English System | | • |
| | Strong Connection between Park Lane & Peter Kirk Park | • | • |
| | Enable Redevelopment of SW Quadrant | • | • |
| | Separated General Purpose Traffic | • | • |

May 2006 - Stakeholder Workshop #2

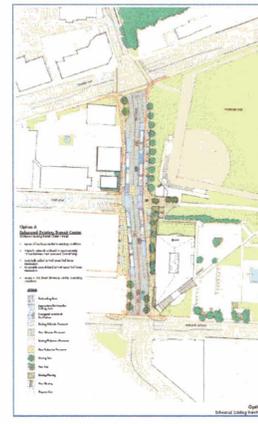


- 11 Concepts refined into 6 Option renderings by design team
- Stakeholders developed evaluation criteria & priorities
- Community open house with Options presented

July 2006 - Design team Evaluation

| ITEM | EVALUATION CRITERIA | WEIGHTING | REASON FOR WEIGHTING | Viable Option #1 Results | | | BLUE TEAM | | | Team Points | | |
|---|--|-----------|--|---|----------|--|-----------|-----------------------------|-------|-------------|-------|---|
| | | | | Comments | Comments | Notes | Comments | Notes | Notes | Notes | Notes | |
| TRANSIT OPERATIONS AND ACCESSIBILITY | | | | | | | | | | | 7 | 6 |
| 1 | Does the Option provide transit operations and access (at least operations) (points based on transit access)? | 20 | Is there a clear path for transit operations and access? (points based on transit access) | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |
| 2 | Does the Option provide sufficient space to handle transit operations (points based on transit access, lighting, shelter, building materials, etc.) | 4 | Is there sufficient space to handle transit operations (points based on transit access, lighting, shelter, building materials, etc.) | Comments with transit operations and access | 3 | Is there sufficient space to handle transit operations (points based on transit access, lighting, shelter, building materials, etc.) | 3 | Nothing significant to note | | | | |
| SAFETY | | | | | | | | | | | 4 | 4 |
| 3A | Does the Option address safety for pedestrians by reducing conflicts with transit and non-transit users? (points based on transit access, lighting, shelter, building materials, etc.) | 6 | Does the Option address safety for pedestrians by reducing conflicts with transit and non-transit users? (points based on transit access, lighting, shelter, building materials, etc.) | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |
| 3B | Does the Option address safety for transit users? | 3 | Does the Option address safety for transit users? | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |
| 3C | Does the Option address safety for general traffic? | 3 | Does the Option address safety for general traffic? | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |
| 3D | Does the Option provide "best use" for transit? | 3 | Does the Option provide "best use" for transit? | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |
| 3E | Does the Option provide for emergency public transit? | 3 | Does the Option provide for emergency public transit? | Comments with transit operations and access | 3 | Observations, why better? | 3 | Nothing significant to note | | | | |

July 2006 - Study Session



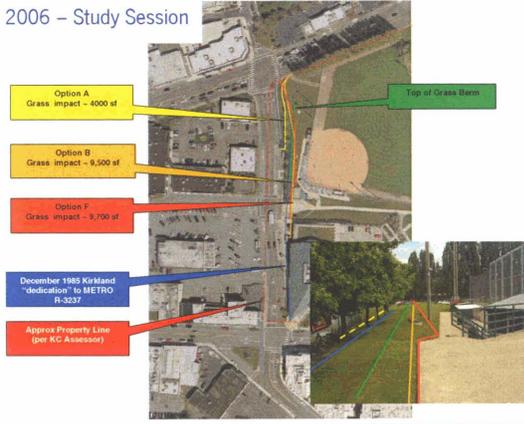
July 2006 – Study Session



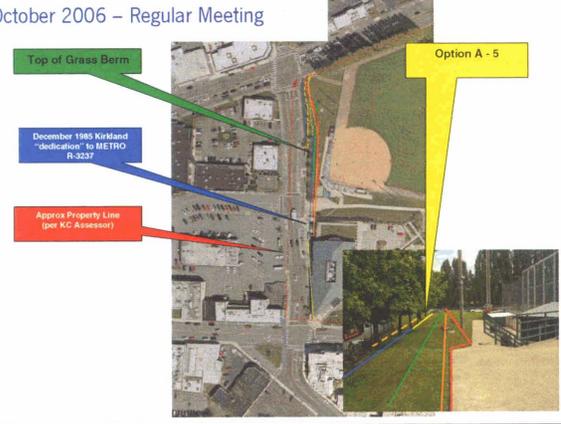
July 2006 – Study Session



July 2006 – Study Session



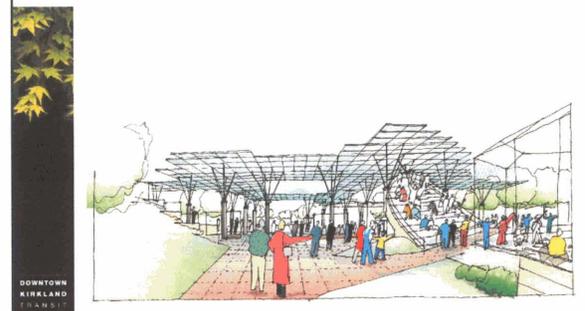
October 2006 – Regular Meeting



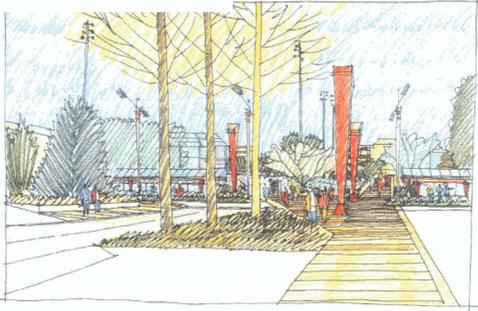
October 2006 – Study Session



December 2006 – Study Session



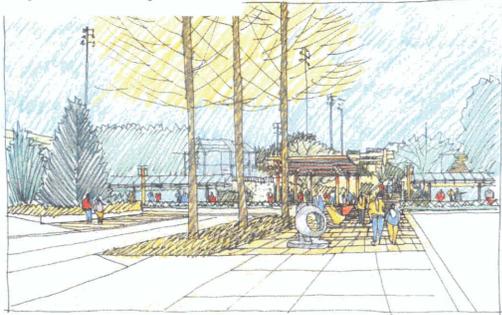
February 2007 – Study Session



February 2007 – Study Session



February 2007 – Study Session



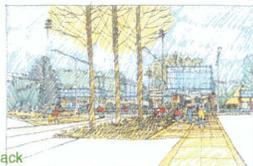
February 2007 – Study Session



February 2007 – Study Session

Architectural Design Themes

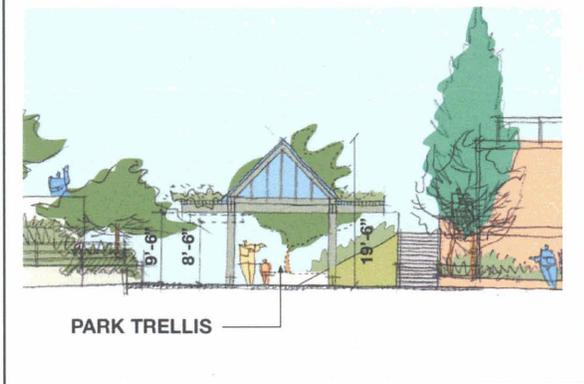
- ~~• Park Icon~~
- ~~• Urban Gateway~~
- Park Trellis
- Park Gateway
 - work with the Park interface
 - More green space/treatments
 - Conduct Public Open house
 - Provide more details
 - refine the design based on feedback



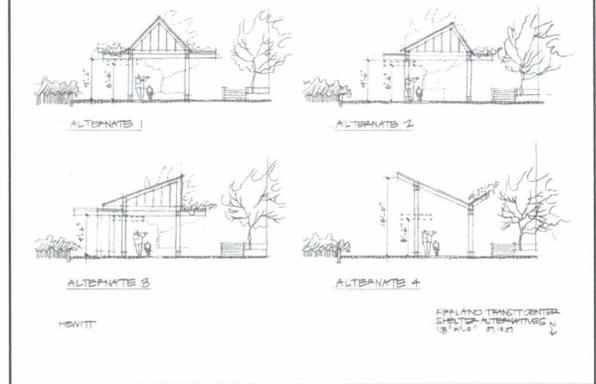
June 2007 – Study Session



June 2007 – Study Session



August 2007 – Concept studies



September 2007 – Study Session



February 2008 – Study Session



June 2008 – Study Session



KIRKLAND TRANSIT CENTER
PROJECT FUNDING

| Phase | Task | Estimate | <i>(per 6/5/08 ST finance committee)</i> | | |
|---------------------------|--|--------------|--|-------------------|--------------|
| | | | Budget | Committed to date | Balance |
| Agency Administration | | | \$ 692,000 | \$ 692,000 | \$ - |
| Preliminary Engineering | | | \$ 1,050,000 | \$ 1,107,000 | \$ (57,000) |
| Final Design | | | \$ 2,070,000 | \$ 1,629,000 | \$ 441,000 |
| Right of Way/Construction | <i>(based on INCA 30% estimate 11/07)</i> | | \$ 8,600,000 | \$ 10,000 | \$ 8,590,000 |
| | right of way | \$ 10,000 | | | |
| | Mobilization (~ 12% construction) | \$ 537,000 | | | |
| | traffic control | \$ 45,000 | | | |
| | grading & drainage | \$ 375,000 | | | |
| | bus canopies | \$ 610,000 | | | |
| | replace garage stairs/landing | \$ 282,000 | | | |
| | Trellis structure | \$ 277,000 | | | |
| | Park retaining walls/seat wall | \$ 188,000 | | | |
| | misc. structures | \$ 4,000 | | | |
| | surfaces & paving | \$ 420,000 | | | |
| | concrete curb,gutter, sidewalk | \$ 123,000 | | | |
| | roadside development | \$ 31,000 | | | |
| | landscaping | \$ 171,000 | | | |
| | signals | \$ 140,000 | | | |
| | transit signal priority | \$ 100,000 | | | |
| | illumination | \$ 315,000 | | | |
| | signage and striping | \$ 74,000 | | | |
| | Public Art | \$ 363,000 | | | |
| | Miscellaneous | \$ 477,000 | | | |
| | Inflation factor (2008-2009 @ 12%) | \$ 479,000 | | | |
| | Design contingency (15% of construction) | \$ 751,000 | | | |
| | Sales Tax | \$ 507,000 | | | |
| | Agreements (Utility, etc.) | \$ 25,000 | | | |
| | Construction engineering/inspection | \$ 944,000 | | | |
| | Construction contingency (15% of construction) | \$ 629,000 | | | |
| | Sub-total | \$ 7,877,000 | | | |
| | Third Street & Kirkland Ave Signal | \$ 588,000 | | | |
| | NE 68th Street/108th Ave Signal | \$ 140,000 | | | |
| | Transit Center temporary relocation costs | \$ 60,000 | | | |
| | Current Construction Estimate | \$ 8,665,000 | | | |
| Project Contingency | | | \$ 888,000 | | \$ 888,000 |
| Total | | | \$ 13,300,000 | \$ 3,438,000 | \$ 9,862,000 |

Attachment L