



## CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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### MEMORANDUM

**To:** David Ramsay, City Manager

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

**Date:** October 10, 2008

**Subject:** Transit Center 60% Status update

#### RECOMMENDATION:

It is recommended that the City Council review the information provided regarding elements of the Downtown Transit Center 60% design phase.

#### BACKGROUND AND DISCUSSION:

At their June 16, 2008 study session, the Council was presented with the results of the 30% design phase for the Downtown Transit Center. At that meeting a number of new elements of the project were introduced by the design team including the project artist, Carolyn Law, and the project lighting designer, Denise Simpson. New physical components included: a modified central Trellis design (Attachment A), a suggested Peter Kirk ball field/restroom quadrant interface (Attachment B), lighting standards that provide the Sound Transit required lighting and others. The design team was proceeding with the Environmental process that was required for the project and indicated that they would be returning this fall to update the Council on the 60% design progress. This memorandum and anticipated presentation to the Council on October 21 will serve as that update.

Specific elements of the 60% design included are:

- The project's art theme and direction have been identified
- The project's interface and potential upgrades/impacts to the Peter Kirk Restroom are known
- The alignment of the Third Street and Park Lane pedestrian crossing has been refined
- Project lights have been selected to provide the appropriate level of light while honoring Kirkland's concerns
- Impacts to traffic, pedestrians, and transit operations during construction have been more clearly developed
- Schedule and budget updates have been performed

#### *Art*

The concept that has been identified by the design team was introduced to the Kirkland Cultural Council earlier this summer and was received with very positive support. The art will supplement other elements of integrated art in the project which is still being developed. The main focus of the art will be situated at the base of the new library stairs and adjacent to the

south side of the Trellis. Various studies of the art are presented as attachments to this memo and will be further discussed by Boris Srdar of the Kirkland Cultural Council at the upcoming City Council meeting (Attachment C)

### *Park Berm*

After the enthusiastic reception by the City Council of the proposed interface between the Transit Center and the Peter Kirk Ball field and restroom, Staff presented the concept to the community and to the Park Board. Minor refinements were suggested and the design team has now developed a more detailed approach to the interface. Concurrent with the work of the design team, the Parks and Community Services Department undertook an assessment of the existing restroom. City Council had authorized funding early this year to undertake a feasibility study of the restroom and the report has been reviewed and supported by the Kirkland Park Board. There are potential opportunities, and potential impacts to the restroom as the Transit Center is under construction. A copy of the restroom assessment is included as Attachment D.

### *Third Street and Park Lane pedestrian crossing*

Originally conceived as a "skewed" crossing entering the Park from Park Lane, the previous presentations and concepts of this pedestrian crossing indicated that the width would go from approximately 15 feet on the west to nearly 25 feet on the east side of Third Street. Further study from a design approach and from a constructability/engineering approach are now proposing that the crossing remain the same width across Third Street, approximately 15 feet. Visually the consistent width is more compatible with the east-west running central Trellis axis and allows the theme to be conveyed across Third Street; this alignment is apparent in plan views of the project. From the constructability perspective, costs will be somewhat lower to construct the crossing in this manner in that materials that are being used in the crossing will be more durable without cutting and thin pieces that would be required in order to allow the earlier tapered crossing.

An equally and perhaps more important element of this crossing is that the volume of anticipated pedestrians crossing Third Street and the volume of anticipated vehicles using Third Street will warrant the installation of a pedestrian crossing signal. This location presents a number of potential conflicts that could be averted if a signal were to be installed. Operationally, however, the traffic queues that will form as a result of the activation of the pedestrian signal will likely impact the intersections of Third and Kirkland (new signal to be installed) and of Third and Central. Provisions such as empty conduit and locations for pole bases are being provided, however based on feedback from the City Council throughout the project development, a pedestrian signal will not be installed at the intersection of Third Street and Park Lane with the Transit Center. Good visibility, excellent lighting and traffic calming techniques are all to be employed in the design of the crossing.

### *Project Lights*

The project lighting approach that was briefly introduced by the design team at the previous study session has now been fully developed (Attachment E). Sound Transit and industry standard lighting levels must be attained by the Project. Additionally, the lighting solution must meet the acceptance of the surrounding neighbors and the community regarding glare, scale, and compatibility with the Transit Center. The color of the standards remains to be decided however will be consistent with the color of other elements of the Transit Center also not determined at this stage of the Project.

### *Construction Impacts*

Coordination with the upcoming multiple projects in and around the Downtown Transit Center are ongoing. Currently it is anticipated that beginning this fall, public project construction will affect the vicinity for approximately four years. These projects in anticipated order of commencement are: the Kirkland Library expansion, Third and Kirkland traffic signal, a temporary Transit Center relocation to Central Way, the Transit Center and King County DNR piping along Third Street, the King County DNR Kirkland Avenue forcemain, and finally, the reconstruction of the King County DNR pump station. All told, the impacts to current and ongoing patterns of traffic, pedestrians, parking, business operations and transit in and around

the Transit Center will be disrupted significantly. All efforts of coordination and communication between the various agencies are being made, however the impact and the message to the community must be communicated. Various considerations to the project:

- Relocation of the Kirkland Library during Library construction
- No access to upper level Library parking during Library construction
- Drilling and removal of sidewalk during installation of the traffic signal
- Possible relocation of the traffic signal controller (see various options Attachment F)
- Loss of approximately 25 downtown parking stalls along Central Way when Transit stops are relocated temporarily
- Loss of approximately 15 additional parking stalls along Park Lane for construction staging
- Ingress/egress impacts to the Parking Garage during construction
- Arterial congestion during construction due to north bound only traffic on Third Street
- Transit reroutes and reconfiguration of 6<sup>th</sup> Street during construction

An extensive community outreach program continues to be developed with the combined cooperation of the participating agencies. The next phase of the outreach will be to begin meeting with various businesses to ascertain their operational needs for deliveries, garbage collection and other situations. Property acquisition for easements and in some cases property takes are underway and will continue through the beginning of construction. Property acquisition remains on the project critical path.

#### *Schedule/Budget*

Since the last update to the Council in June, project delays have been experienced primarily as a result of a challenge to the Project's environmental determination; that challenge has been withdrawn. The current anticipated schedule is as follows:

- |                              |                |
|------------------------------|----------------|
| • Transit Center 90% design  | November 2008  |
| • Transit Center 100% design | Winter 2009    |
| • Bid Package ready          | April 2009     |
| • Begin Construction         | September 2009 |

The 60% design estimate indicates construction costs are currently approximately \$1.6 above the \$6.3 budget (Attachment G); the design team continues to refine this and will consider options that will allow the budget to be maintained.

Staff will be available to make a brief presentation on October 21 and answer any questions on the project.

#### Attachments:

- A. Trellis Concept
- B. Peter Kirk Ball field/restroom interface
- C. Project Art studies
- D. Peter Kirk Restroom Analysis
- E. Light standards and placement exhibit
- F. Third and Kirkland controller options
- G. Project Budget estimate (30% design)

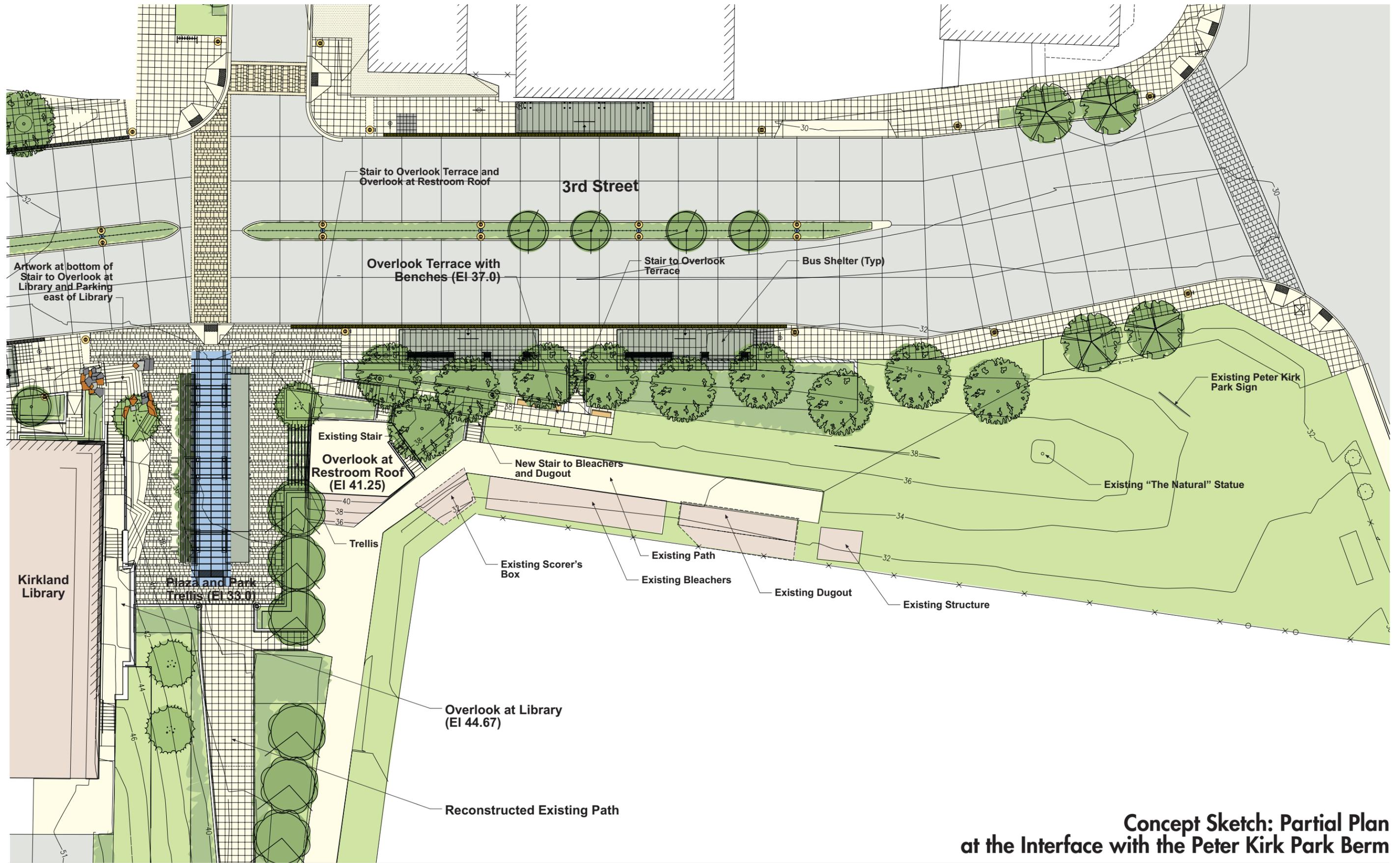


Attachment A

View of (Revised) Park Trellis

Kirkland Transit Center

June 17, 2008



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





## CITY OF KIRKLAND

### Department of Parks & Community Services

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

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## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Jennifer Schroder, Director  
Michael Cogle, Park Planning Manager

**Date:** October 1, 2008

**Subject:** Peter Kirk Park Restroom and the Kirkland Transit Center

Earlier this year the City Council approved a request from the Park Board to fund an analysis of the restroom facility at Peter Kirk Park in anticipation of planned improvements to the Kirkland Transit Center. The Transit Center will provide a new gateway to Peter Kirk Park from the downtown core and will incorporate new civic amenities close to the existing restroom structure.

The restroom facility, constructed nearly 25 years ago, has a number of functional and aesthetic problems. Moisture problems are caused by leaking walls and ceiling slab (the building is built into a berm); in addition, plumbing fixtures, partitions, and interior lighting are generally substandard. Aesthetic improvements to the exterior façade would greatly enhance the “look and feel” of the facility and would help better integrate it with the anticipated Park Trellis and other civic plaza improvements planned for the new Transit Center.

Parks staff commissioned a \$12,000 study by Lewis Architects to assess the facility and provide recommendations. A copy of their evaluation and recommendations is attached.

### **Renovation Recommendations:**

The restroom facility itself is structurally sound, of adequate size, and appropriately located to serve the needs of park, ball field and other users. Demolishing the structure and building a new facility possibly elsewhere in the park is viewed by the Board and staff as unnecessary and not cost effective.

The restroom can be successfully improved by implementing a number of remedies:

- Moisture problems can be resolved by protecting and sealing the roof slab, re-grouting expansion joints, adding flashing, and other waterproofing techniques.
- The interior of the restrooms can be made more functional and attractive by replacing all fixtures, adding new partitions, improving floor drainage, re-painting, and adding new lighting. Ventilation will also be improved.

The consultant's renovation cost estimate for the restroom is \$150,000. This estimate could be reduced if some of the work is done in-house by City staff.

### **Restroom Improvements funded as part of Transit Center project**

The following improvements to the restroom will be implemented as part of the Transit Center project:

- Aesthetic improvements to the exterior of the building (facing the new trellis structure) will be made. Options under review include painting and/or brick veneer. In addition, a small entry trellis will be placed over the exterior of the restroom entry doors.
- Some of the moisture issues for the restroom will be resolved when a new stairway is constructed just west of the restroom building. During the stairway construction, the berm will be excavated and waterproofing techniques will be applied to the exterior of the exposed restroom wall. In addition, new paving treatment in the plaza area directly outside the restroom will ensure positive drainage away from the restroom doors.

### **Funding and Next Steps**

Over the next several months, staff will continue to work on refining the restroom renovation plan and cost estimate, and will continue to coordinate planning activities with the Transit Center design team. **We will likely return to the Council during the 2009 mid-year budget review with more specific recommendations on funding strategies as well as a timeline for completion in line with the schedule for the new Transit Center.**

Attachment

cc: Park Board  
Jason Filan, Park Maintenance and Operations Manager  
Sandi Hines, Financial Planning Manager  
Ray Steiger, Public Works Capital Projects Manager

# Peter Kirk Park Restroom Facility

Evaluation of existing condition

Suggested basic improvements

Potential upgrades



**LEWIS**

Architecture + Interior Design

# Evaluation of Existing Condition



View from transit



Concession stand



Berm and roof deck area



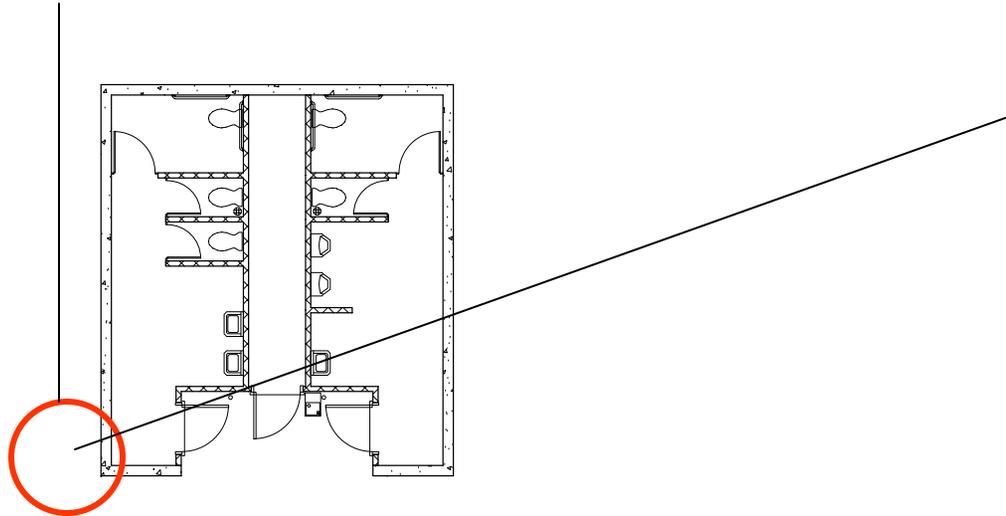
Drainage at  
Front entry

**LEWIS**

Architecture + Interior Design

# Evaluation of Existing Condition

The precast concrete panel to the southeast of the restroom, which butts into the concrete face of the structure, is settling. This has caused it to rotate away from the restrooms and has allowed running water to penetrate along the western edge of the restrooms. This movement of water may have caused the deterioration of the waterproofing membrane along that corner of the restroom.

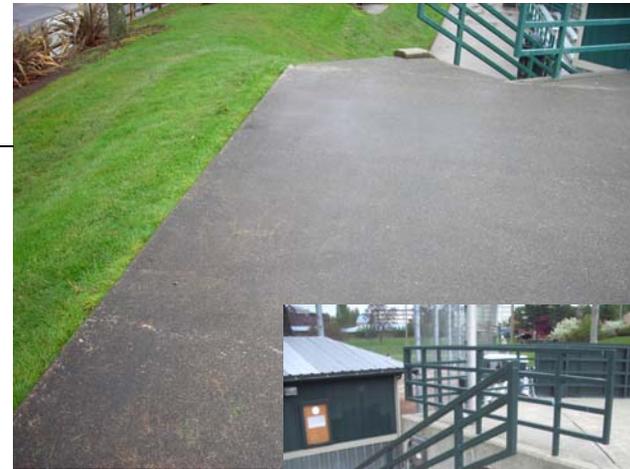


Wall movement along west

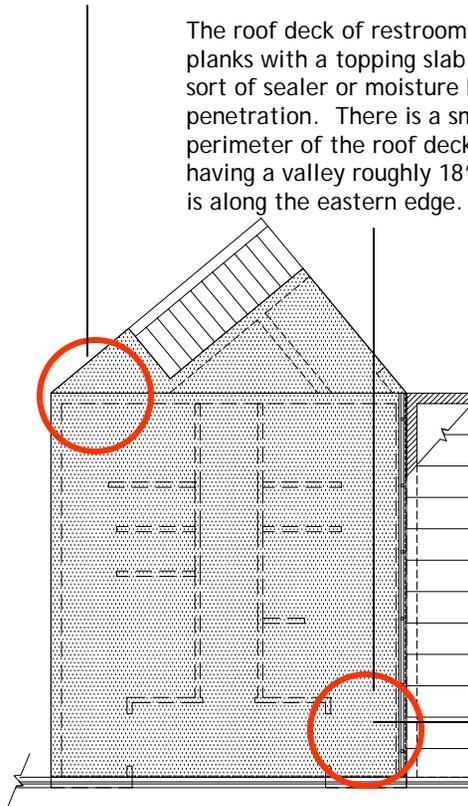


# Evaluation of Existing Condition

The northern edge of the roof deck butts against a slab that forms the lid for a small mechanical room. The caulk joint at the seam between the two slabs has deteriorated and may be aiding in the passing of moisture into the restroom. This is aiding in the passage of moisture into the void space between the restroom and the mechanical closet.



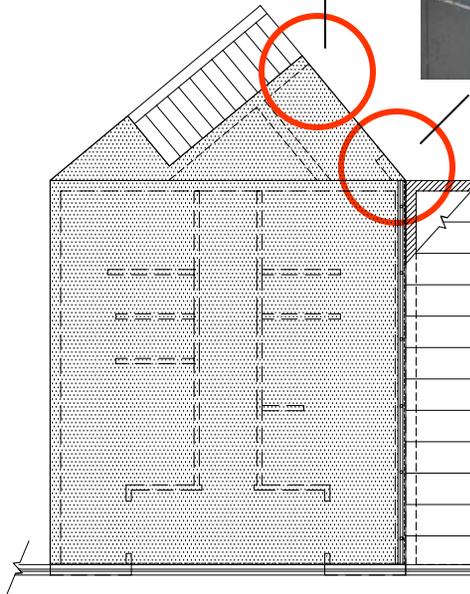
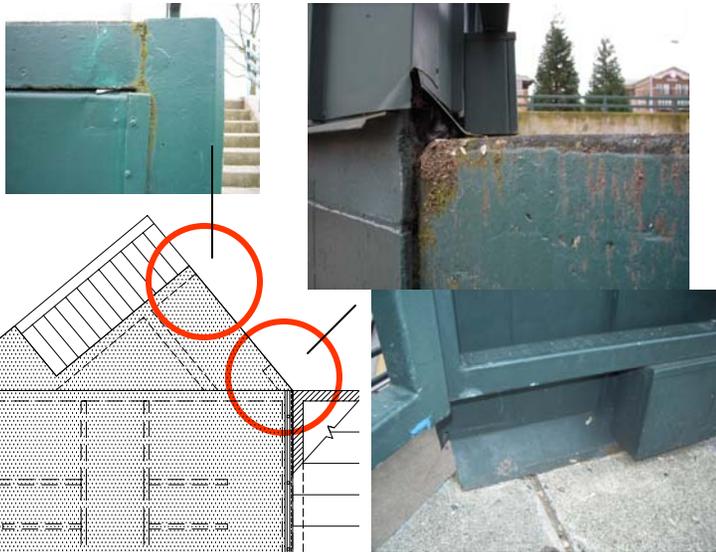
The roof deck of restrooms is formed by 3 extruded concrete planks with a topping slab. The slab doesn't seem to have any sort of sealer or moisture barrier to slow or stop moisture penetration. There is a small amount of ponding around the perimeter of the roof deck. This is due to the slope of the deck having a valley roughly 18" from the edge. The worst condition is along the eastern edge.



Drainage off roof and compromised joints.

# Evaluation of Existing Condition

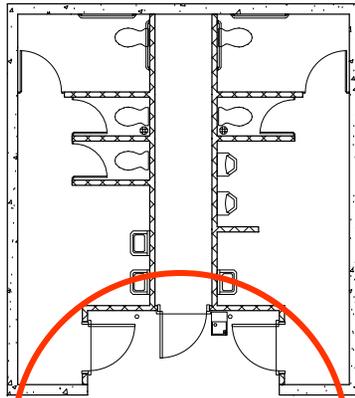
A concession stand for the ball park was added along the eastern edge of the restrooms. This added structure now blocks runoff water which was originally designed to run directly off the edge. The concession stand causes water to pond along the edge of the slab. The flashing from the concession stand to the roof deck is not sloped to encourage the water to run in any direction. As a result, the water stands along that edge and passes through the slab into the restrooms below. The concession stand seems to be free from the adjacent moisture, however, the structure may eventually be affected.



Drainage off roof and compromised joints.

# Evaluation of Existing Condition

The restrooms are accessed from a wide sidewalk along the south. This sidewalk slopes down towards the restroom doors. Water rolls down to pool in front of the restroom doors before flowing onward to a drain at the street beyond. Some of this runoff could be entering the restrooms directly under the doors. This was not directly observed but can be deduced by the water ring within the women's room and the mechanical space. This seems to be out of the scope of our work and may need to be addressed as part of the restroom façade improvement project associated with the street improvement project the City is undertaking.



Controlling runoff from adjacent surfaces

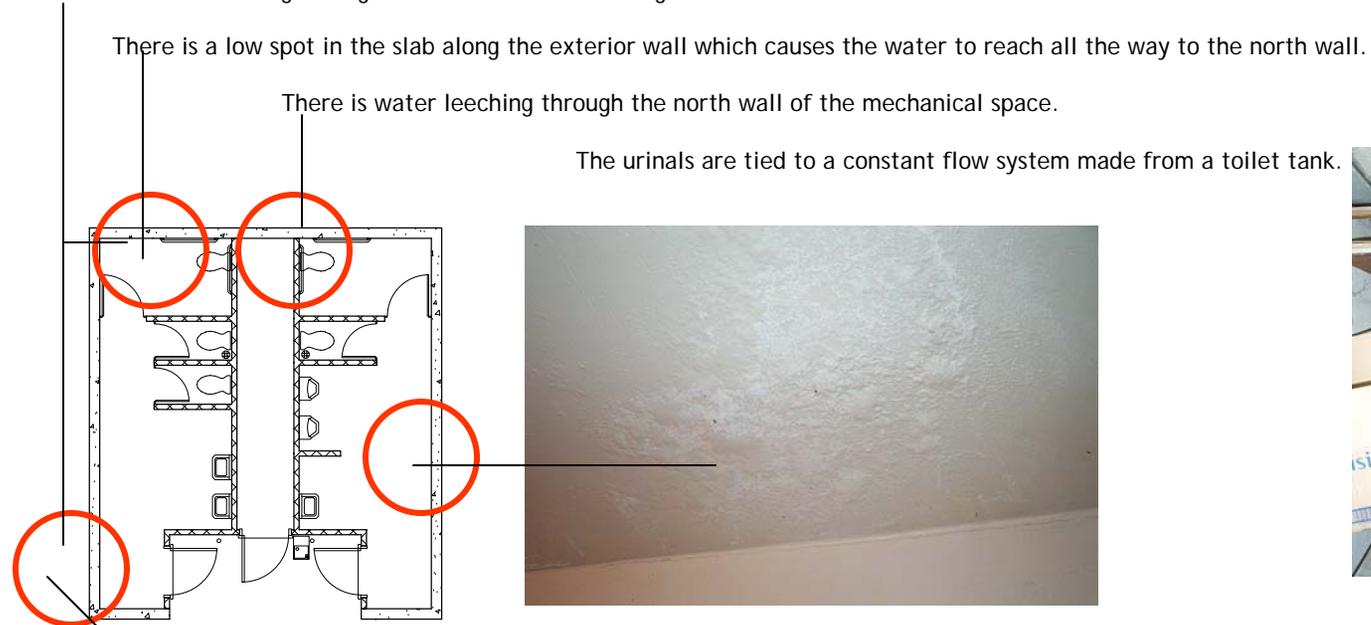
# Evaluation of Existing Condition

## Interior-

There are signs of moisture penetration and efflorescent build up around the perimeter of the ceiling. This is all directly below the water ponding on the roof deck above. The worst seems to be along the eastern edge where the concession stand retains the runoff water.

There are signs of penetrating moisture and efflorescence was observed along the walls.

Standing water was found in the women's room along the southwest wall. It could be coming from two locations - a crack in the corner where moisture could be leeching through and/ or the water coming in under the door from the sidewalk runoff.



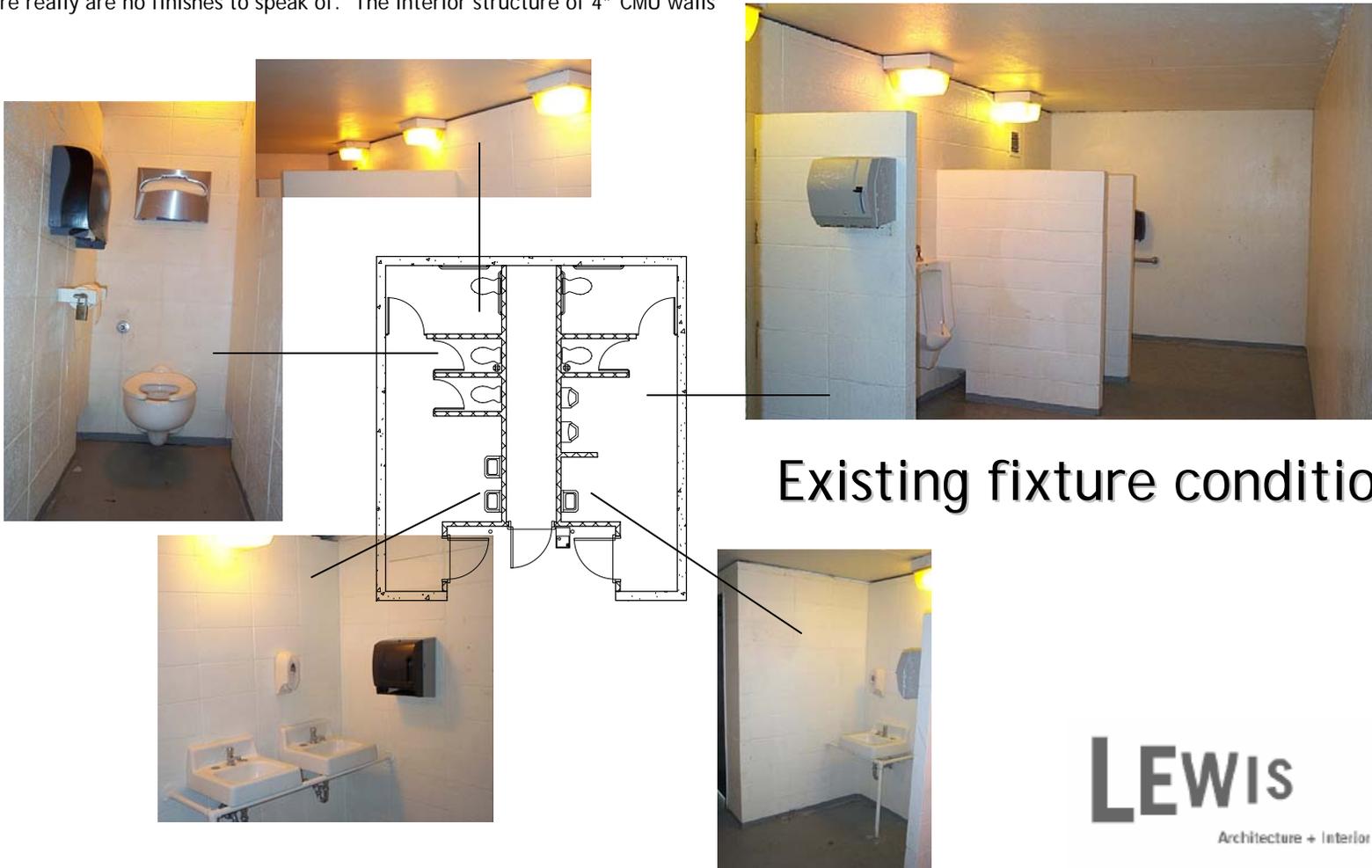
## Interior effects from leakages

# Evaluation of Existing Condition

## Interior Finishes-

The lights in the ceiling are looking dated, and in need of repair.  
Due to the moisture issues the paint is in bad shape with layers of paint over other layers of paint without any sanding to smooth out the finish.  
Plumbing fixtures seem workable though they could use updating.

There really are no finishes to speak of. The interior structure of 4" CMU walls



Existing fixture conditions

# Suggested Basic Improvements

## Building Envelope

### 1 Protect and seal roof slab

Sandblast exterior lid and apply Rainguard\* Micro-seal.

### 2 Joints

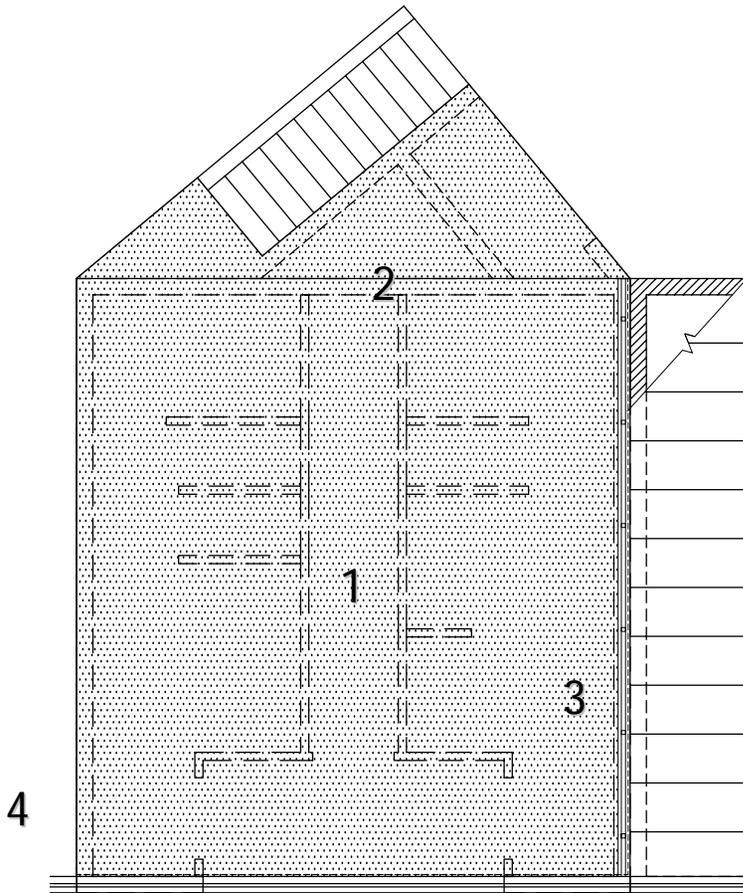
Grind and clean expansion joints. Reseal with chemical grout

### 3 Flashing

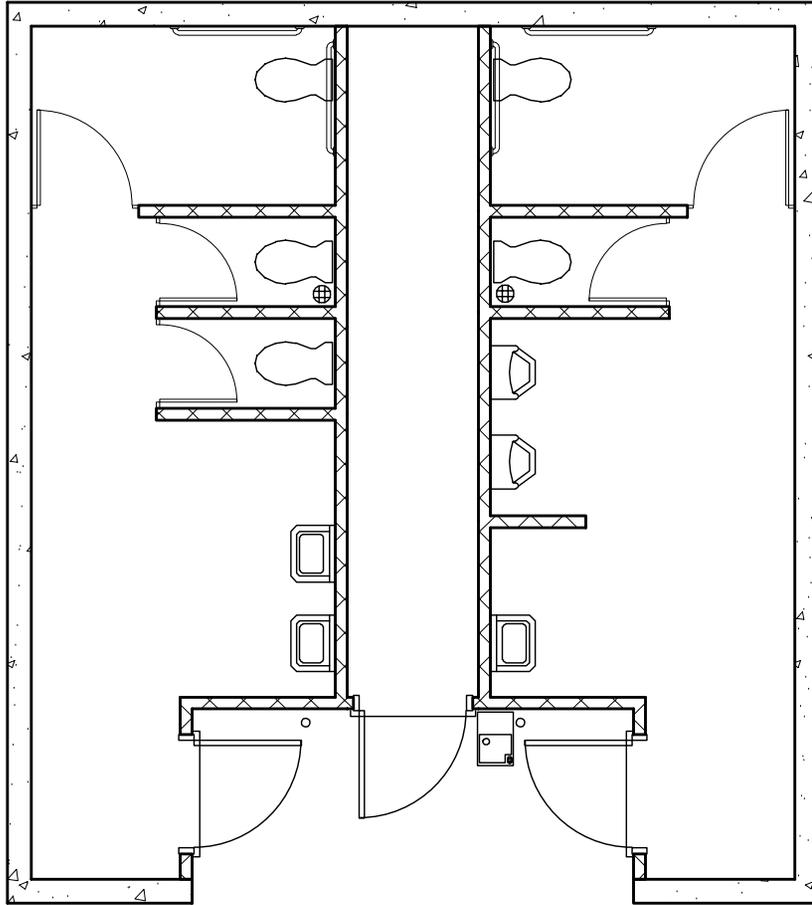
Apply sealant dam to underside of new wall flashing

### 4 Retaining wall separation

Grind and reseal the joint. Apply waterproofing to wall  
And fill with chemical grout.



# Suggested Basic Improvements



## Restroom Interior

Remove and replace all fixtures

Build up floor with epoxy grout Underlayment to drain. Apply Skid resistant epoxy finish.

Remove and install new Light fixtures surface mount on ceiling

Sandblast concrete and CMU Surfaces, wash and prep. Apply 3 coats of anti-graffitti coating - "Vandlguard"

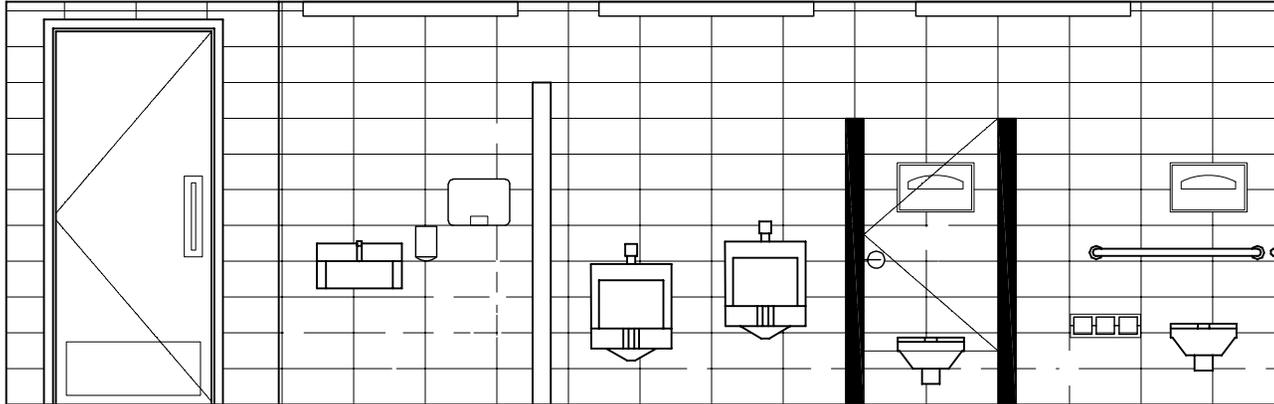
Install partitions and doors to Toilet stalls.

**LEWIS**

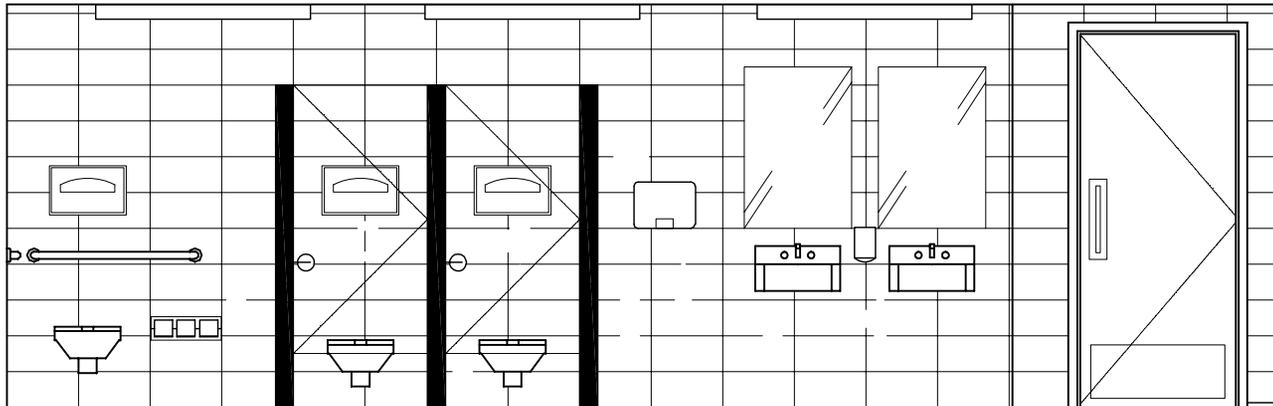
Architecture + Interior Design

# Suggested Basic Improvements

## Men's Restroom

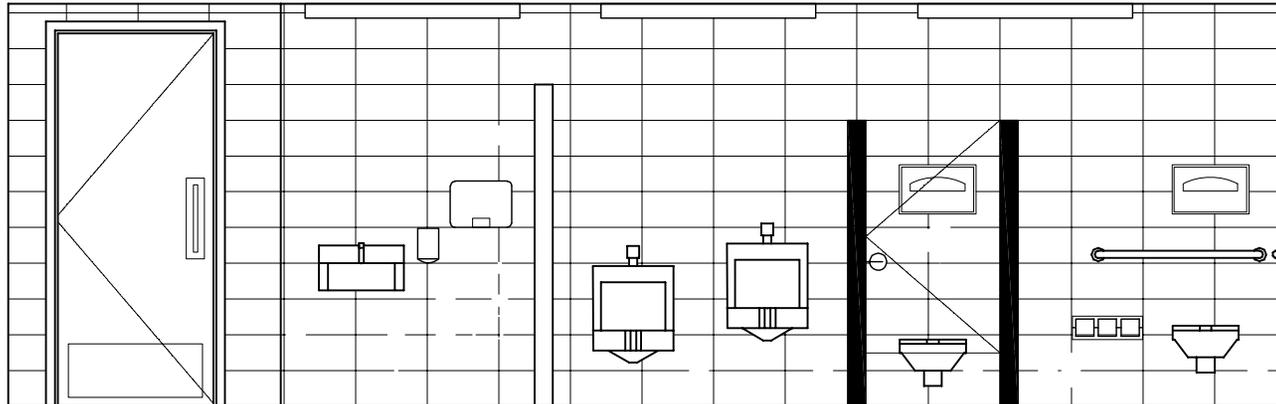


## Women's Restroom



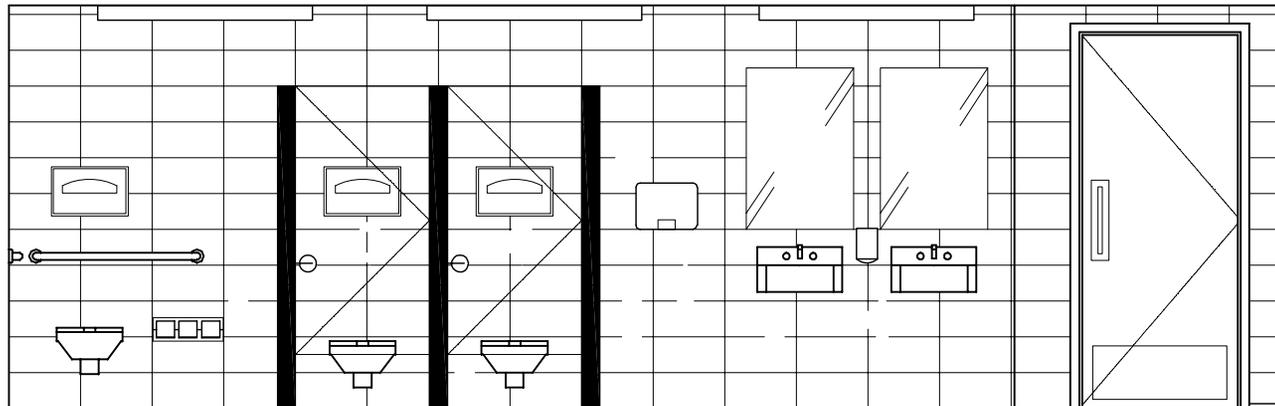
# Potential Upgrade

## Men's Restroom



Tile on walls  
And partitions

## Women's Restroom

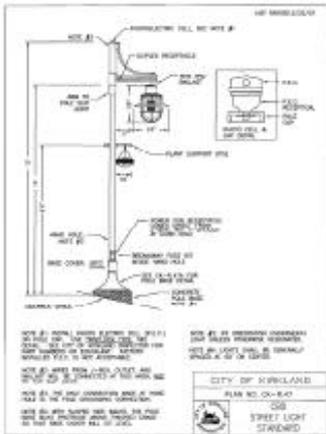


Tile on walls  
And partitions

### Existing Street and Pedestrian Lighting at 3rd Street



City of Kirkland Standard Pedestrian Light



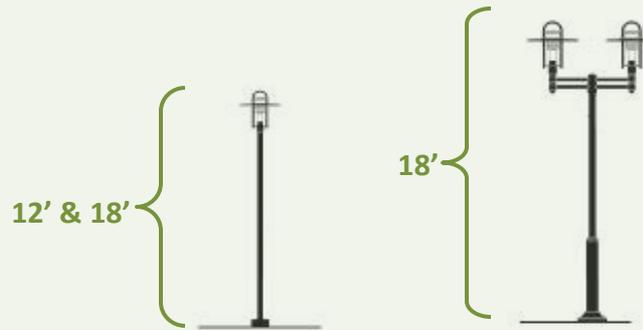
### Recommended Option



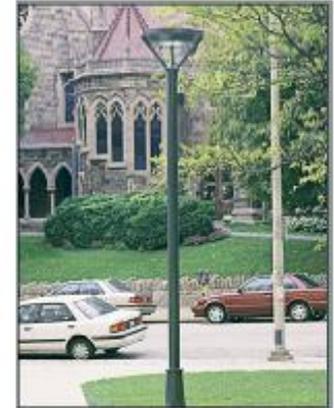
Pedestrian Light



Street Light

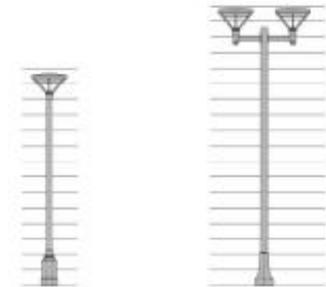


### Potential Option #2



Pedestrian Light

Street Light



### Potential Options for Street and Pedestrian Lighting

Attachment E



**INCA HEWITT**

Kirkland Transit Center  
June 17, 2008  
October 21, 2008



Option A – Relocation



Option B – Applied Art



Option C – Trellis Screen



Option D – Faux Stone

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