

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of the Vision and Phase 1 Master Plan for the Park at Town Center		
<b>DEPARTMENT:</b>	Parks, Recreation and Cultural Services		
<b>PRESENTED BY:</b>	Dick Deal, Parks, Recreation and Cultural Services Director Tricia Juhnke, Capital Projects Administrator		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The 2011-2016 Capital Improvement Plan (CIP) includes the development of a Master Plan for the Park at Town Center. The plan will be utilized to provide guidance and direction for future design and construction of a public park and community gathering space. Currently, there is no funding for improvements within the park, but the adoption of the Master Plan will enable the City to pursue future grant funding opportunities.

The draft plan was most recently discussed with Council on December 5, 2011. The December 5 staff report can be found at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport120511-7a.pdf>

Minor modifications have been made to the draft plan, and the final plan ready for adoption can be found in Attachment A.

**RESOURCE/FINANCIAL IMPACT:**

At this time there is no financial impact associated with the adoption of this master plan. There is currently no funding for construction of improvements at this location; however, adoption of the Master Plan will enable staff to apply for grant funding in the future.

**RECOMMENDATION**

Staff recommends that Council adopt the Shoreline Park at Town Center Vision and Phase 1 Master Plan.

Approved By: City Manager - *JU* City Attorney - *IS*

## **INTRODUCTION**

Council reviewed the draft Shoreline Park at Town Center Vision and Phase 1 Master Plan on December 5, 2011. Staff and the consultant took comments from that meeting as well as from the Parks Board and have incorporated them into the final version of the Vision and Phase 1 Master Plan document (Attachment A).

## **BACKGROUND**

This project started in the fall of 2010 with stakeholder interviews. This was followed by three community meetings, three briefings to the Parks, Recreation and Cultural Services Board and three briefings to Council. The draft Vision and Master Plan was presented to the Parks, Recreation and Cultural Services Board on December 1, 2011 and Council on December 5, 2011.

The staff reports for these meetings can be found at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/staffreport042511-8a.pdf> (April 25)

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport070511-7b.pdf> (July 5)

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport120511-7a.pdf> (December 5)

In general, the December 5, 2011 discussion with Council was positive and supportive of the Master Plan. Minor modifications have been made to the draft to address Council comments and those of the Parks Board. Examples of these changes include background information on the decision to not include bathrooms or parking in Phase 1, and the intentions for use of this space by children.

As discussed at the December meeting, there is no current funding to construct any improvements, but with adoption of the plan staff can pursue grants for the improvements. Grants do not need to be secured for all proposed improvements at one time, but can be obtained in smaller increments and the improvements completed in phases.

There is also a high interest and desire to begin activating or using the space. The Plan identifies several potential opportunities to use the space prior to Phase 1 improvements. Ideas include temporary or permanent art installations, plantings of trees, flowers or other vegetation and use of the space for a concert or other gathering.

## **STAKEHOLDER OUTREACH**

Public input and involvement has been included throughout this process. The outreach process and public feedback is included as part of the Supporting Documents in Attachment A. Public meetings were advertised in *Currents*, on the City's website, and through several electronic email lists. The website housed information from the public meetings, draft concept plans and an opportunity to provide feedback electronically.

### **COUNCIL GOAL(S) ADDRESSED**

This Master Plan supports Council Goal 2: Provide safe, efficient, and effective infrastructure to support our land use, transportation and surface water plans. Parks are an important part of our infrastructure and this location will become critical as land use changes and development occurs as identified in the Town Center Subarea Plan.

### **RESOURCE/FINANCIAL IMPACT**

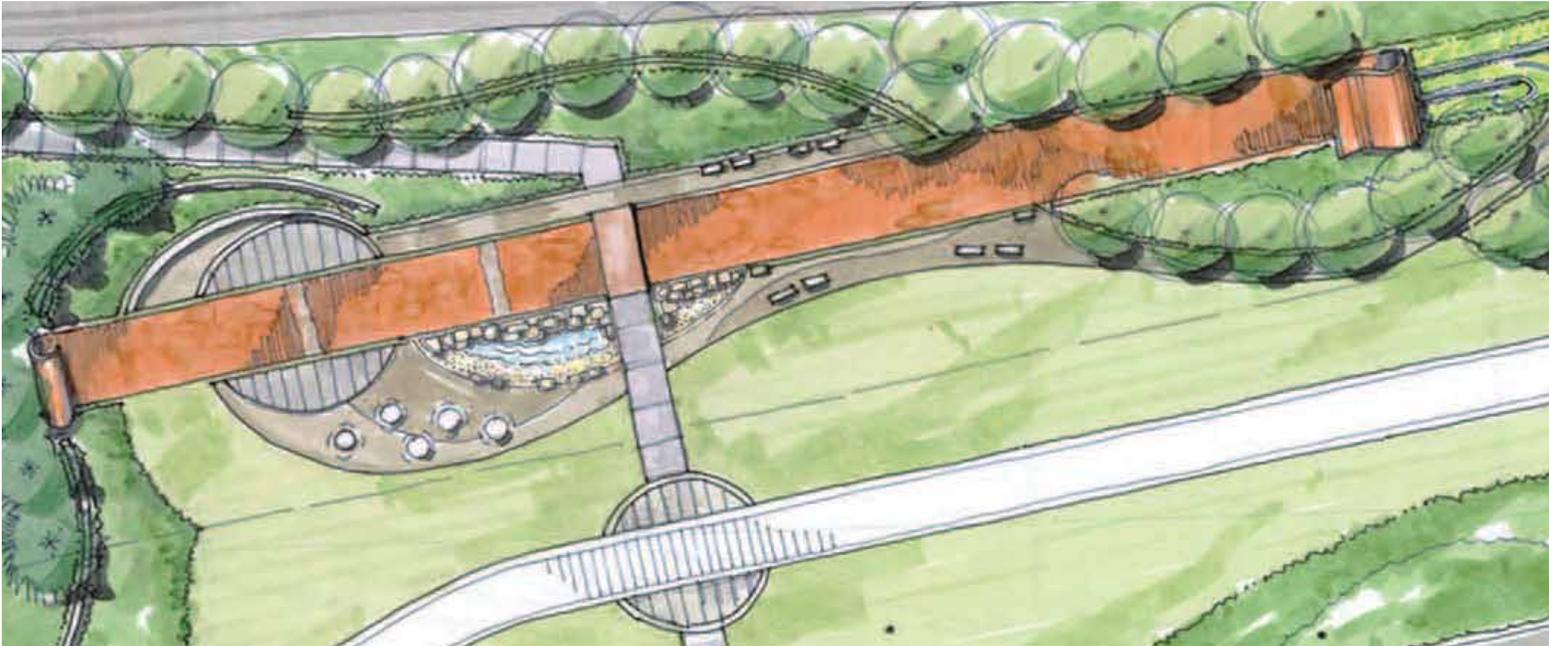
At this time there is no financial impact associated with the adoption of this master plan. There is currently no funding for construction of improvements at this location; however adoption of the Master Plan will enable staff to apply for grant funding.

### **RECOMMENDATION**

Staff recommends that Council adopt the Shoreline Park at Town Center Vision and Phase 1 Master Plan.

### **ATTACHMENTS**

Attachment A – Shoreline Park at Town Center Vision and Phase 1 Master Plan.



# SHORELINE PARK AT TOWN CENTER

Vision & Phase 1 Master Plan Report



# ACKNOWLEDGEMENTS

## **CITY COUNCIL**

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Chris Roberts

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Terry Scott - Former Council Member

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Kayla Caldwell, Youth Member

# SHORELINE PARK AT TOWN CENTER VISION & PHASE 1 MASTER PLAN REPORT

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# Introduction

## PURPOSE & GUIDING PRINCIPLES

The guiding principles developed to influence the long-range vision and phasing of the park development include:

1. Ronald Place bricks to stay in place per historical and environmental reasons/commitments. Minor alterations may be acceptable, especially if to restore the existing Brick Road.
2. Interurban Trail to stay in place. Minor changes and alterations may be considered.
3. Accommodate or include the future opening of the right-of-way for the N 180th Street connection from Midvale to Aurora and Linden.
4. Maintain Seattle City Light (SCL) access to and redevelopment of utilities now and into the future.
5. Include the design concept for Midvale Avenue consistent with the Town Center Subarea Plan and the Transportation Master Plan.
6. Include and/or identify a potential exchange of a portion of the Ronald Place triangle parcel (excluding the bricks portion) for SCL right-of-way along the west side of Midvale Avenue. Recognize/incorporate the potential requirements for SCL to assess rent versus current no-cost agreement.

### Town Center Site

The City of Shoreline, Washington, is dedicated to creating a unique public space within the heart of the city. The goal is to create a signature park that is unique to Shoreline and accommodates a variety of uses, activating the space throughout the year.

This Master Plan includes a vision-based road map for future park development, in the interest of building community and a sense of place. It documents current opinions in order to help answer future questions.

The Park at Town Center is a space that will continue to evolve. It provides opportunity for community gatherings and events such as performances, farmers market or craft fairs. These events will increase in number and variety as the local area changes in density and demographics. Shoreline will also continually be in the process of changing. The document outlines ways to leave room and sufficient flexibility for this important and dynamic space to evolve over time, as our world changes and the population and demographics of Shoreline evolve.

The Park at Town Center site is located between North 175th Street and North 185th Street, and Aurora Avenue North and Midvale Avenue North. The approximately five-acre project area includes parcels owned by the City of Shoreline, Seattle City Light (SCL), and private landowners. Planning for this public space is focused on the Shoreline property and SCL.

### Funding

Funded by the 2007 King County Trail Levy, the goal for this project was to create a vision and master site plan for creating a regional trail destination and respite area along the Interurban Trail at the City of Shoreline's town center which uniquely identifies Shoreline.

### SCL Property Guidelines

The guidelines that will indicate how the city light property can be used will be similar to those developed for the interurban trail. A formal Memorandum of Agreement will be prepared to summarize an agreement between the City of Shoreline and Seattle City Light. The current SCL Real Property Use Guidelines are included in the Support Documents section of this Master Plan.

## Project Site



-  •City of Shoreline
-  •Seattle City Light
-  •Shoreline City Hall
-  •Private Property

# Introduction

## History

The following images were presented for Public Meeting 2 and tell the story of the development of what is now known as the City of Shoreline. Images begin by telling the story of the first homesteaders, through which modes of transportation they arrived and how those transportation routes shaped our modern day transportation routes. Boats brought the first settlers but the Interurban light rail system dominated the area until the 1940s with the arrival of the car.

Aurora Avenue then became the main north-south route ushering in the Googie style of art and architecture and the beginning of the car culture, the next dominant form of transportation to shape the city in modern memory.

The following historic images both informed and inspired the community and design team during the early phases of design and play a role in the Vision & Phase 1 Master Plan.



1895 – Richmond Highlands

Influences

1880s – The first homesteads were established in the area. There were few roads at the time, most people arrived to present day Shoreline by boat. The Mosquito fleet was the primary route of travel to transport goods and people in the Puget Sound. This is the dock at Richmond Beach in 1895. The note on the slide indicates, “Just getting here from a boat ride.”



Ca. 1915 – Interurban Rail

Influences

1902 – Construction started on the Interurban, a light rail system powered by electricity. The Interurban, along with wagon roads, were the first routes adjacent to the present day site.

1910 (April 30) – Electric trains of the Interurban began service between Everett and Tacoma.

Ca. 1915 – Photos above are the Interurban as it passes Echo Lake, and a station of local residents waiting to take the train to Everett.



Ca. 1912 – Ronald Place

Influences

1912 – The North Trunk Road (future Highway 99/Aurora Avenue) is paved with bricks to the county line (205th). Judge Ronald (local resident and Judge for the City of Seattle) influences the North Trunk Road to detour around his property, and Ronald Place is created. Prior to 1912, the North Trunk was a dirt wagon road that roughly followed the Interurban tracks.



Property of Shoreline Historical Museum

Ca. 1915 – Ronald Station

Influences

Ca. 1915 – Photo of Ronald Station at approximately the present day intersection of 175th. Note the conditions of the future park site in 1915.



1936

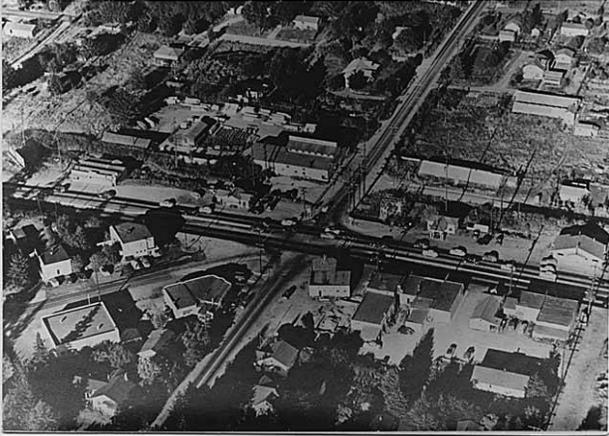
Influences

1928 (December 30) – The Interurban stops running after only 18 years of service. By 1936 the majority of all rail lines in Seattle and surrounding areas sit unused. (Photo is of Westlake Avenue in Seattle, property of Museum of History & Industry.)

1939–1940 Interurban rails sold to Japan for scrap.

# Introduction

## History



Property of Shoreline Historical Museum

1948 – 185<sup>th</sup> and Aurora

### Influences

1948 – The intersection of Highway 99 (Aurora Avenue) and 185th looking east. Photo shows what is known today as the site of Sky Nursery, Dunn Lumber, Bartell's and the Gateway Shopping Center. Note the power distribution lines that currently run through this site are visible in the photo adjacent to Midvale Avenue.



Property of Shoreline Historical Museum

1962 – 182<sup>nd</sup> and Aurora

### Influences

1945 – Services that were provided at 185th and Highway 99. This is the site adjacent to the north end of the park site. Note the condition of the roadway and the overhead power lines.



1995- Shoreline

Influences

1990s – Fiber-optic lines are installed in Highway 99 (Aurora Avenue), further connecting the site to the world through the information super highway.

1995 – Shoreline is incorporated as a city and is represented by fourteen distinct neighborhoods.



1950-1960 Car Culture

Influences

1950 to 1960 – These decades represent what many call the peak of car culture. Services related to the automobile along Highway 99 were advertised with garish signs to draw people in. Whether you were visiting the city or traveling out for the day, there were services catered to your needs. Options included the novelty of eating in your car, stopping to grab a drink at a bar, entertainment, or a place to sleep for the evening. This era of car culture has taken on a term known as “Googie,” embodying the architecture and signage that was prevalent at the time. Several examples of this can still be seen today in the Highway 99 corridor as you drive north out of Seattle into Shoreline. Darrell’s Tavern, across the street from the Park site, is an example of what some call the golden age of the automobile.



Properties of Shoreline Historical Museum

1945 – 185<sup>th</sup> and Aurora

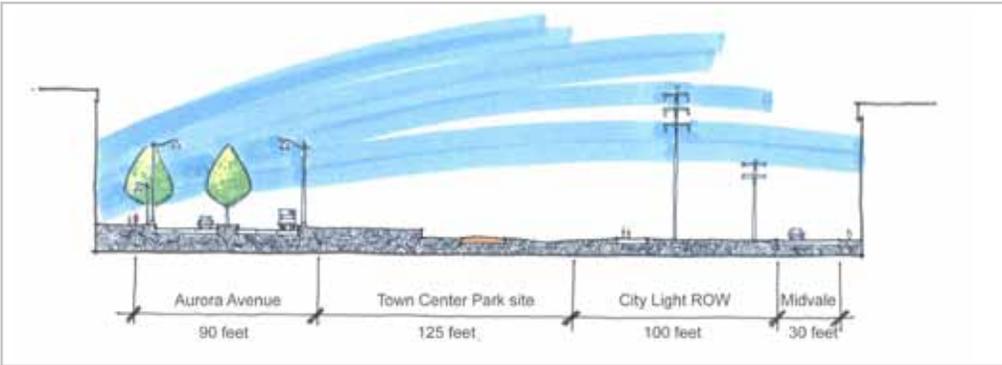
Influences

1962 – A service station at the intersection of 182nd and Highway 99, across from the present day park site.

# Introduction



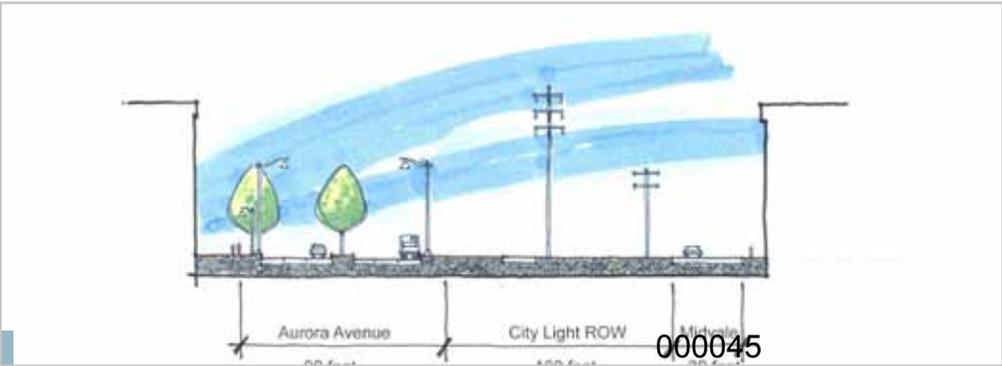
Site Section A



Location of Existing Site Section B



Site Section B



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## MASTER PLAN VISION

The City of Shoreline identified this open space as a location for community gatherings and as an opportunity to announce the city center. Priority was placed on the inclusion of elements that express Shoreline's identity throughout the year. These elements include but are not limited to historical references, water, gathering spaces, trees, lighting, pedestrian paths, and art.

Types of spaces and uses include gathering spaces both large and small, paths for strolling, and echoes of Shoreline's past. The park will accommodate a variety of uses and be flexible for expansion and future uses. It will provide flexible space for things like the Showmobile, farmers market, artwork, and performances.

Prominent features of the City-owned property include a section of the historic Red Brick Road, known as "Ronald Place," a grass-lined swale, a few trees, and lawn. The Red Brick Road is situated three to four feet lower than Aurora Avenue and one to two feet lower than Midvale Avenue. A recently-constructed asphalt path connects the sidewalk on the east side of Aurora to the Interurban Trail.

Features of the SCL property include the Interurban Trail, benches, trees, utility vaults, as well as power transmission and distribution lines and poles. At the northern end of the SCL property, two large signs identify adjacent commercial property. Vehicles may cross the site between Aurora and Midvale Avenues at two locations in the northern section of the park. Parallel parking spaces are provided along Midvale Avenue near the center of the park.

As with most urban parks, this site has unique challenges. These include proposing improvements on SCL property, the close proximity to Aurora Avenue, a changing neighborhood in which the future users are minimally represented, and the commercial property that unceremoniously defines the southern edge of the park.

The surrounding area will see improvements, such as the recently completed Aurora Avenue project, and the redevelopment of properties as outlined in the Shoreline Town Center Subarea Plan.

### Early Site Activation

One key element identified in this process is to activate the space sooner rather than later and regardless of funding available for Phase 1 improvements. Several options were identified as opportunities for early activation. The City of Shoreline engaged an artist to collaborate with the design team on current and future visions for Park at Town Center. Temporary and permanent artworks are vital to the immediate activation of this space, to the reflection of Shoreline's history for visitors and residents, and also to the evolution of Shoreline's identity over time.

The audiences for artwork in this space are multiple, from pedestrians to bicyclists, bus riders to truck drivers, parents

pushing strollers, children playing, and people simply resting or reading in the sun. The park provides rich and varied opportunities for art to create a unique experience for people from the surrounding neighborhoods, as well as for those passing through on Aurora Avenue. The unique linear configuration of the park site, the central importance of the Interurban Trail, and the constant flow and rhythm of cars and transit on Aurora Avenue provide a lively canvas for artworks that are created in series, reference transportation, set up a visual rhythm, include actual or perceived movement, and include light. Additional information on the Art Plan is available from the City of Shoreline.

Trees are another opportunity for early activation of the park. It would be possible to plant trees prior to construction of some of the park's other features. The trees can be one of the first steps to establishing Shoreline's identity along the Aurora Corridor. Trees may be both Deciduous and Evergreen and some suggested varieties include: Douglas Fir, Western Red Cedar, Western Hemlock, Red Maple, Elm, Linden, Ash, and flowering varieties such as Flowering Pear, Cherry, and Crab Apple.

### Process

Three public meetings were conducted to discuss the project and obtain input. These meetings included the presentation of ideas, followed by comments and questions from attending community members and City staff. The titles of the meetings were as follows:

1. Community Vision
2. Exploring Design Options
3. Sharing the Vision and Action Plan

After each meeting, notes were made available on the City's website for additional review and comment. Input was recorded and documented in summaries, which are found at the end of this report.

The first meeting, Visioning, invited the community to provide thoughts about how the park could be used. Input varied from leaving it as a green space to creating a more complex urban space with features that reflect the heart and soul of Shoreline. The second meeting, Concepts, included a presentation of three overall themes, On the Move, Reflection, and Center Stage, included at the end of this report. At the third meeting, Master Plan, possible stages in the development of the park at increments of 1-10 years, 10-20 years, and 20+ years, were reviewed. While future opportunities were explored, the primary focus developed into what can be accomplished immediately and within the near future. This process resulted in Phase One of the Master Plan.

### Stakeholder Review

Stakeholder interviews were conducted in December 2010 to provide initial input and ideas for the master plan. Stakeholder interview text is included as a Support Document on page 18.

# The Planning Process

## PROJECT SCHEDULE

### Stakeholder Interview Dates

October 20, 2010	October 22, 2010
October 27, 2010	October 28, 2010
November 4, 2010	November 12, 2010
November 16, 2010	

### Project Start 2010

<b>SEP</b>	Contract for Planning, September 13, 2010
<b>JAN-MARCH</b>	Project Inventory & Analysis, January 2011
	Public Meeting #1, January 25, 2011
	Public Meeting #2, March 9, 2011
<b>APRIL-JULY</b>	Council Briefing April 25, 2011
	Public Meeting #3, June 8, 2011
	Council Discussion, July 5, 2011
<b>DEC - JAN</b>	Council Discussion, December 5, 2011
	Council Review, December, 2011
	Adoption, January 9, 2012

### Project Completion 2012

### Schedule tasks

The master planning process was completed in three phases using three community input sessions. The findings and input gathered in each phase was used to influence the design of Phase 1. Input from each community meeting was reviewed and considered in into each stage of the process. Meetings with the City of Shoreline took place at key times throughout the master planning process to review progress. A summary of the schedule follows:

#### **PHASE 1: INVENTORY AND ANALYSIS**

- Develop base drawings
- Prepare Inventory and Analysis drawings and documents
- Establish community meeting strategy

#### **PHASE 2: PARK PROGRAMMING AND WORKSHOPS**

- Community Meeting 1: Establish a vision for the parks
- Developed 3 conceptual plans
- Community Meeting 2: Present preliminary park program and concepts

#### **PHASE 3: MASTER PLAN DEVELOPMENT**

- Develop preferred plans
- Community Meeting 3: Present preferred plans
- Develop park master plans
- Provide park master plan documents to the City

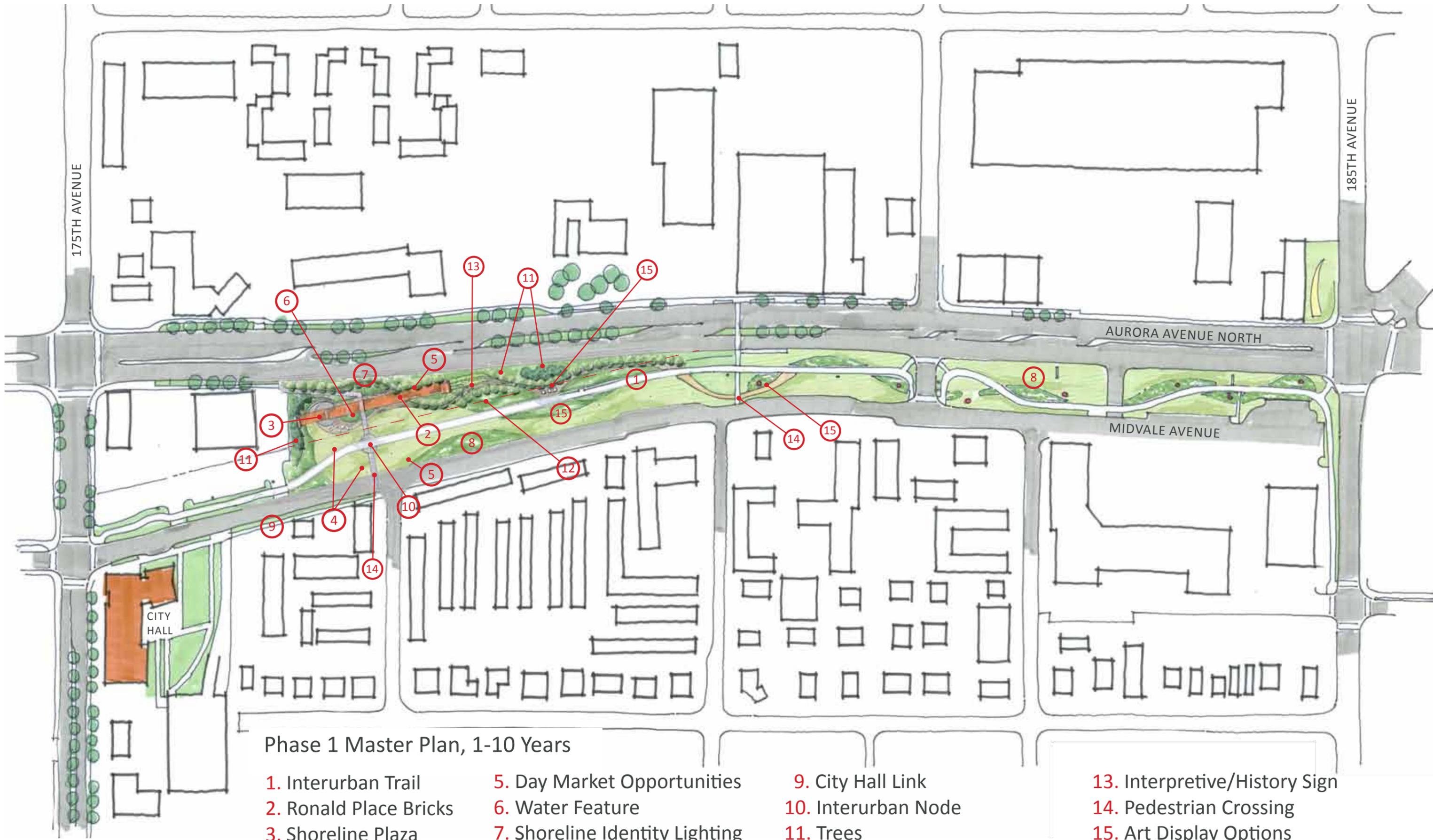
# Master Plan Phase 1

## PHASE 1 NARRATIVE

The Master Plan for Phase 1 focuses on the property owned by the City of Shoreline. The plan is guided by themes and elements that support the history and identity of Shoreline. Thoughtful focus is given to the importance of the red brick surface of Ronald Place. The bricks are physical artifacts of Shoreline's history and are valued by the community. The Master Plan also tells the story of Shoreline's past as an Interurban Rail stop. Site amenities such as a community gathering space, seating areas, walking paths, and a water feature are incorporated into the plan and enhanced with plants and lighting to provide year-round interest.

### Features of Phase 1 include:

- The **red bricks** as a centerpiece of the park. Thoughtful treatment of the two ends of the Red Brick Road through sculpturally "rolling up" the bricks as if they had gracefully made room for future improvements, revealing additional layers of Shoreline's past, including reminders of trolley tracks and foot traffic.
- Creation of a **plaza** with a water feature centered around the bricks. A paved terrace provides space for 50 to 60 people, and the adjacent lawn can accommodate an additional 50 to 60 people or provide space for a day market or the Showmobile. Movable tables and chairs provide flexible seating.
- The **water feature** is a central focus of the plaza. It activates the space and provides gentle white noise. The feature reflects the essence of Shoreline with the inclusion of a "beach edge" and water gently cascading over native stone. The feature is intended to be enjoyed whether the water is present or not. The water feature will recirculate water and make use of stormwater runoff as possible or feasible.
- The introduction of **low seating and retaining walls**, using the slight grade created by the brick surface adjacent to Aurora Avenue. These serpentine walls sweep along the edge of Aurora Avenue and continue around the south end of the park, where they are framed by native evergreen trees. The walls provide an opportunity to identify Shoreline to those using Aurora Avenue as they may have unique character through texture, color, alignment or lighting. The walls also provide a sense of safety by separating the park from traffic. They provide a great opportunity for creative lighting and other artistic enhancements.
- A **walkway** gracefully crosses the bricks and joins Midvale Avenue at the corner of North 178th Street, replacing the existing asphalt path by a sidewalk along the east side of Midvale Avenue then connects to City Hall. A **node of special paving** is created where the walkway intersects the Interurban Trail to alert park and trail users of a unique condition.
- A meandering serpentine path adjacent to the red bricks widens to provide areas for seating.
- Location of **interpretive information** relating to Shoreline's past.
- Waves of **planting and rows of trees** provide year-round interest and contribute to the unique identity of the park. The planting consists of shrubs, groundcovers, grasses, and annuals. The plants will generally be 12"–24" in height with the tallest plants in the 36"–48" range. The intent is to keep sight lines open and avoid creating hiding places or unsafe conditions.
- Opportunities for **art** abound. Temporary displays may be installed at various locations within the planted areas or on pedestals. Performance art and other creative endeavors requiring more space may take advantage of the lawn spaces.
- **Lighting** will provide color and visual interest to park users and people passing by in a vehicle. Light will accent the landscape and support a safe environment at night.
- Electrical connections are proposed throughout the park for regular use, as well as for festivals and celebrations. Wireless service could be provided.
- Activity for children – The context of this park and the close proximity to Aurora Avenue does not support the inclusion of a children's play area. However, activities for children can be found within the park. The water feature will have moving, splashing water; an intermittent shallow pool; and large stones that serve as the source of the water. The benches on rails adjacent to the bricks are movable and become an interesting opportunity for children. There is also open space lawn located away from Aurora Avenue that can be used for a variety of activities.
- Improvements for future consideration – Restrooms and parking are not included in the Phase 1 master plan as both of these elements are available at City Hall, which should be sufficient during the establishment of use of the park. If developed, the restroom would need to be located within the City-owned property and may require parking or other regulatory requirements. Additional study is necessary to determine the feasibility. Parking would be located along Midvale Avenue and require Seattle City Light approval and use agreements. As Midvale is improved in the future, additional parking may be provided as part of redevelopment of the adjacent land.



Phase 1 Master Plan, 1-10 Years

- |                        |                                   |                                     |                               |
|------------------------|-----------------------------------|-------------------------------------|-------------------------------|
| 1. Interurban Trail    | 5. Day Market Opportunities       | 9. City Hall Link                   | 13. Interpretive/History Sign |
| 2. Ronald Place Bricks | 6. Water Feature                  | 10. Interurban Node                 | 14. Pedestrian Crossing       |
| 3. Shoreline Plaza     | 7. Shoreline Identity Lighting    | 11. Trees                           | 15. Art Display Options       |
| 4. Showmobile Options  | 8. Plantings of Seasonal Interest | 12. City of Shoreline Property Line |                               |

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## Phase 1 Master Plan, 1-10 Years



### Phase 1 Master Plan, 1-10 Years Site Amenities

- Plaza
- Water Feature
- Tables & Chairs
- Drinking Fountain
- Seat Walls
- Benches
- Ronald Place Bricks

Phase 1 Area Graphics

**INSPIRATION & ART**



Sweet Suite, Elizabeth Conner

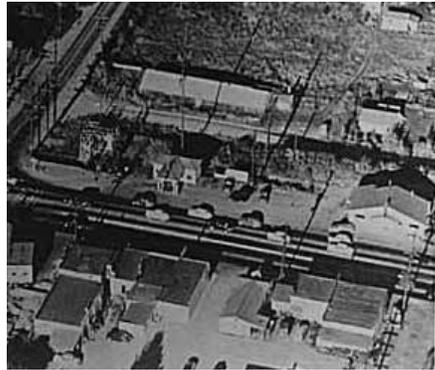


Water Way 15, Elizabeth Conner



Embarcadero, Rincon Park

**HISTORY**



**ACTIVATION**



**WATER FEATURE**



## Phase 1 Cost Estimate



### Probable Cost of Construction

Project: Shoreline Park at Town Center      Date: 11.11.2011  
Description: Master Plan - Phase 1

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#### Site Demolition

Sod stripping  
Irrigation removal

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**Site Demolition Subtotal**      \$96,000.00 – \$115,000.00

#### Earthwork

Grading

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**Earthwork Subtotal**      \$40,000.00 – \$48,000.00

#### Drainage

Strip drains, pipe  
Stormwater treatment

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**Drainage Subtotal**      \$40,000.00 – \$48,000.00

#### Concrete

CIP concrete paving  
CIP concrete walls

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**Concrete Subtotal**      \$135,000.00 – \$165,000.00

#### Masonry

Reset brick veneer at curls

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**Masonry Subtotal**      \$10,000.00 – \$15,000.00

#### Specialty Construction

Repair bricks  
Brick curl features  
Rail remnants  
Bench on rails  
Interpretive signs  
Sculpture pads  
Sculpture tables

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**Specialty Construction Subtotal**      \$110,000.00 – \$135,000.00

#### Water Feature

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**Water Feature Subtotal**      \$50,000.00 – \$75,000.00

#### Site Furnishings

Bicycle racks  
Drinking fountain  
Tables and chairs (movable)  
Benches (stationary)  
Trash receptacles

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**Site Furnishings Subtotal**      \$65,000.00 – \$80,000.00

#### Electrical (Assumes power is available to site)

Controls  
Festival Power (2 locations)  
Artistic Lighting  
Seasonal Lighting  
12' Pedestrian area lights

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**Electrical Subtotal**      \$130,000.00 – \$155,000.00

## Probable Cost of Construction

Project: Shoreline Park at Town Center

Date: 11.11.2011

Description: Master Plan - Phase 1

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### Paving

Pavers at brick feature to the north

Precast concrete pavers (roman pave, sand set)

**Paving Subtotal** \$45,000.00 – \$55,000.00

### Irrigation (assumes POC and Controller)

Planting areas (pop-up spray heads)

Lawn (rotors)

**Irrigation Subtotal** \$135,000.00 – \$165,000.00

### Plant Materials

Planting topsoil (imported and placed 8" depth)

Trees - evergreen

Trees - deciduous

Shrubs

Ornamental planting

10,000 bulbs

Lawn - hydro seed

Mulch (placed on site, 4" depth)

**Plant Materials Subtotal** \$400,000.00 – \$450,000.00

**Project Subtotal** \$1,256,000.00 – \$1,506,000.00

**Design Contingency (20-30%)** \$251,200.00 – \$451,800.00

**Project Subtotal** \$1,507,200.00 – \$1,957,800.00

**General Conditions (8%)** \$120,576.00 – \$156,624.00

**Subtotal** \$1,627,776.00 – \$2,114,424.00

**Contractor Overhead (8%)** \$130,222.08 – \$169,153.92

**Subtotal** \$1,757,998.08 – \$2,283,577.92

**Contractor Profit (8%)** \$140,639.85 – \$182,686.23

**TOTAL Construction Contract Amount** \$1,898,637.93 – \$2,466,264.15

**Escalation (undetermined %)** \$0.00 – \$0.00

Not including W.S.S.T., design fees, permits; power supply can be drawn on site; Irrigation POC and Controller is existing, and imported fill will not be required; all work will be completed in Phase 1 of the Master Plan.



## City of Shoreline Park at Town Center

### *Stakeholder Interview Report*

Updated: 11/17/2010

#### **Purpose of Stakeholder Interviews**

The purpose of the initial stakeholder interviews for the Shoreline Park at Town Center project is to further understand stakeholder interests and visions, as well as any parameters or constraints that may exist for the Park at Town Center. Feedback from these stakeholder meetings will be used to inform the broader community outreach strategy as well as the City's decision-making process as it selects a preferred design for the park.

#### **Interviews Conducted**

The eighteen (18) stakeholders interviewed for this project included: neighborhood representatives, local business owners and developers, two former Planning Commissioners, members of the Parks Board, students and an administrator from Shoreline High School, a representative from the Shoreline Historical Museum, and local event and festival planners.

- Lisa Surowiec, Richmond Highlands Neighborhood Association – Oct. 20, 2010
- Barbara Guthrie, Echo Lake Neighborhood Association – Oct. 20, 2010
- Gretchen Atkinson, Meridian Park Neighborhood Association – Oct. 20, 2010
- Robin McClelland, former Planning Commissioner – Oct. 22, 2010
- Ann Erickson, Hillwood Neighborhood Association – Oct. 22, 2010
- Mark Ikegami, Doug's Northwest Cadillac – Oct. 27, 2010
- Jim Abbott, Shoreline Rotary/Gateway Plaza Owner – Oct. 27, 2010
- John Thielke, Farmers Market/Richmond Beach Neighborhood – Oct. 27, 2010
- Nancy Frye, Shoreline/Lake Forest Park Arts Council – Oct. 27, 2010
- Pam Barrett, City of Shoreline Events – Oct. 27, 2010
- Vicki Stiles, Shoreline Historical Museum – Oct. 28, 2010
- Patti Hale, Parks Board member – Oct. 28, 2010
- Bill Clements, Parks Board member – Oct. 28, 2010
- Elaine Swanson, Vice Principal of Shorewood High School – Nov. 4, 2010
- Chris Evans, student at Shorewood High School – Nov. 4, 2010
- John Schaffer, student at Shorewood High School – Nov. 4, 2010
- Rich Gustafson, former City Council member – Nov. 12, 2010
- Rocky Piro, former Planning Commissioner – Nov. 16, 2010

#### **Key Findings and Conclusions**

The stakeholder interviews produced a lot of useful information (see detailed interview reports for full interview notes) about the Park at Town Center project. Some of the key comments included:

- A general agreement that play equipment and space to play with balls and Frisbees, etc., would be unsafe so close to Aurora.
- A general agreement that the park should be pedestrian oriented with more opportunities to cross Aurora Avenue North. Comments included building more overpasses and crosswalks to link the two sides of Aurora and the future Town Center.

- Many stakeholders were interested in exploring the possibility of a farmers market at the park. Other suggestions of events at the park included car shows, Celebrate Shoreline, and music festivals and concerts.
- Many stakeholders believed the most identifying feature of Shoreline is its trees. Comments about vegetation included using only non-fruit-bearing trees, using a variety of trees with distinct trunks, and lighting the trees in the winter.
- Stakeholders had many differing viewpoints regarding parking. Comments ranged from recommending having no parking at all at the park, sharing parking with other nearby facilities (i.e. City Hall, Shorewood High School) and businesses, to creating a parking lot at the park.

## Interview Methodology

Before each interview, the stakeholders were provided a brief project Overview, which included the project's background and timeframe, and relationship to the City's current Town Center planning efforts. The stakeholders were encouraged to ask questions during the interview.

The interview questions were as follows:

1. Please tell us about yourself and your organization/business.
2. Were you aware of the Shoreline Park at Town Center project prior to us scheduling this interview with you today?
3. How often do you visit parks in Shoreline/the region? Why do you/don't you visit parks?
4. What aspects of other parks do you like or dislike? What activities or facilities do you enjoy in parks in other communities that should be considered for the Park at Town Center?
5. How do you see the Park at Town Center functioning as part of the town center? As part of Shoreline?
6. What do you appreciate the most about, or what is unique to Shoreline? Or what elements of Shoreline's character would you like to see reflected in the park?
7. Imagine you move away and return to the community in ten years, how does the park look and function?
8. How do you think you would get to the park? Via bike, bus, foot, skateboard, car, etc.
9. How often do you see yourself visiting this park once it's complete? If not often or never, why?
10. What types of uses (passive vs. active or programmed) would you like to see at the Town Center Park?
11. What types of user amenities (water fountains, restrooms, etc.) would you like to have at the Town Center Park?
12. Are you interested in receiving updates about this project? How do you prefer to receive information?
13. Do you have any other comments or questions?
14. Who else should we talk to as we kick-off this planning and visioning process?
15. Will you be able to attend the upcoming public workshops about the project? (share the dates and purpose of upcoming workshops)

## Summarized Interview Responses

Due to time constraints, not all questions were asked of all stakeholders. Individual summaries of each stakeholder interview are included at the end of the document.

**1. Please tell us about yourself and your organization/business.**

*All of the stakeholders either work or live in the Shoreline area.*

**2. Were you aware of the Shoreline Park at Town Center project prior to us scheduling this interview with you today?**

*Most stakeholders had heard of the project before either through meetings with the City or through newsletters and word of mouth.*

**3. How often do you visit parks in Shoreline/the region? Why do you/don't you visit parks?**

*Stakeholders with children visit the parks in the area frequently, as do the stakeholders who are active trail walkers, runners, and bicyclists. Shoreline parks that the stakeholders visit the most include Cromwell Park, Ronald Bog Park, Paramount Park, Hillwood Park, and Richmond Beach Saltwater Park. Other regional parks the stakeholders visit included Greenlake Park, Carkeek Park, Discovery Park and Seward Park. Several gathering places were mentioned in the stakeholders' responses, these included Central Market and Third Place Books.*

**4. What aspects of other parks do you like or dislike? What activities or facilities do you enjoy in parks in other communities that should be considered for the Park at Town Center?**

*Stakeholder answers varied. Many stakeholders enjoy parks that have regularly scheduled programs, provide gathering spaces, and have artwork and historical signage. Additional aspects of other parks the stakeholders liked included vegetation (especially native plants), bike racks, trails for biking and jogging, and bermed landscaping. Parks stakeholders used as examples included the Sammamish Loop Trail (Redmond), Bothell Landing, Tivoli Gardens (Rome), Heritage Park (Lynnwood), Millennium Park (Chicago), Golden Gardens, Greenlake, and Central Park (New York).*

**5. How do you see the Park at Town Center functioning as part of the town center? As part of Shoreline?**

*The general consensus among stakeholders was that the park would function as a gathering place for office workers, people visiting future nearby businesses, families, and neighbors – a place where they can “rub elbows” and “do their own thing together.” Comments also included suggestions that the park lead people to businesses in the area, and give residents a walk-able, thoroughfare through the business district.*

**6. What do you appreciate the most about, or what is unique to Shoreline? Or what elements of Shoreline's character would you like to see reflected in the park?**

*Many stakeholders agreed that the most unique aspect of Shoreline is its trees. Other responses included Shoreline's history, Shoreline's sense of community (successful schools and strong*

neighborhoods), Shoreline’s commitment to sustainability and the environment, and artwork in Shoreline.

**7. Imagine you move away and return to the community in ten years, how does the park look and function?**

Stakeholders would like to see the park as an event and gathering space. Many stakeholders responded that they would like to see people enjoying themselves in an inviting space; one stakeholder referred to the park as “a pleasant area where you feel like you can stay away and linger.” Lighting was important to many of the stakeholders to ensure people would visit and use the park during all times of the day and seasons of the year. They would like to see lights that complement the lights on Aurora Avenue North and potentially unique lighting features such as under lighting. Stakeholders would also like to see interesting landscaping with both seating areas and covered areas. Pedestrian access was a concern for most of the stakeholders. Comments about pedestrians included adding more crosswalks and creating a safe place near the highway. Several stakeholders also said they would like to see the area around the park more developed.

**8. How do you think you would get to the park? Via bike, bus, foot, skateboard, car, etc.**

Stakeholders had conflicting responses to this question. Responses ranged from wanting the park to be focused on pedestrians and bicyclists by providing only bike racks to believing that the City needed to provide parking at the park to attract regional visitors and accommodate people attending events. Other comments included increasing bus service near the park, adding a light rail station near the park, working with nearby businesses to provide some shared parking spaces, and using the City Hall parking garage and future Shoreline High School lot during evenings and on weekends. Many stakeholders also expressed concern about the limited safe crossings over Aurora Avenue North, making the park less accessible to pedestrians and bicyclists on the west side of Aurora.

**9. How often do you see yourself visiting this park once it’s complete? If not often or never, why?**

Of the stakeholders who responded to this question, all said they would visit the park frequently, especially to attend local events or a farmer’s market. Some stakeholders responded that there would need to be improved pedestrian crossings over Aurora Avenue North, particularly students at Shorewood High School, who are currently not allowed to cross Aurora during school hours including their lunch hour.

**10. What types of uses (passive vs. active or programmed) would you like to see at the Town Center Park?**

Many stakeholders responded that the park should be mostly passive with minimal programming. One stakeholder likened it to the “front yard” of the area, more of a formal and visually appealing gathering space instead of a recreational space. Many stakeholders are interested in event space at the park for a farmers market, festivals, concerts, and other local

events. Another common comment included incorporating historical signage that highlights different aspects of the park and the history of the area. A few stakeholders responded that they would like to see recreation space, including interactive art and water features that children can play on, as opposed to a more formal play area.

**11. What types of user amenities (water fountains, restrooms, etc.) would you like to have at the Town Center Park?**

Stakeholders were split on the topic of providing restrooms to park users. Some were concerned about transients using them and the cost to maintain these facilities, and suggested relying on nearby businesses to provide restroom facilities. Others felt it would be unfair to rely on the businesses and that the park needs to have restrooms for users, which could be designed to deter transient or unsafe use (multiple stalls instead of single stall). Providing restrooms and other user amenities would make the Park at Town Center a desirable place to stop and stay along the Interurban Trail. Many stakeholders agreed that there should be different types of seating areas, but designed to be difficult for people to sleep on. Other common responses included having a well designed shelter, given our northwest climate, a visitor's center or informational kiosk, unique, pedestrian-scale lights, water fountains (including a ground level one for dogs), mile markers for joggers and bicyclists, and bike racks.

**12. Are you interested in receiving updates about this project? How do you prefer to receive information?**

All stakeholders who responded to this question were interested in staying involved with the project, particularly students at Shorewood High School. A few stakeholders suggested having the artist work with students in Shoreline before developing their ideas for the park or having the City create a video for students about the project that could be broadcast on their student network.

**13. Do you have any other comments or questions?**

Responses to this question varied greatly. Some stakeholders expressed excitement over what would be happening to the area. Others had general questions about the Town Center plan, zoning in the area, and the future of the power lines. Other responses included suggestions for ways to make the park unique, including geo-caching, providing a wireless internet zone, creating a sound barrier to block the noise from Aurora Avenue North, and lighting the trees in the winter.

**14. Who else should we talk to as we kick-off this planning and visioning process?**

Suggestions included other people interested in bringing a farmers market to Shoreline, representatives from Echo Lake Apartments, Kings School, the YMCA, Sky Nursery, Sustainable Shoreline, and Spiro's, as well as representatives from non-adjacent neighborhoods.

**15. Will you be able to attend the upcoming public workshops about the project?**

*The stakeholders who responded to this question said they would try to attend the meetings. The neighborhood representatives would like several weeks notice prior to the meeting so that they can announce it in their neighborhood newsletters.*



## City of Shoreline Park at Town Center

### Community Meeting Summary

January 25, 2011

*Last updated 2/1/2011*

**Meeting location: Council Chambers, Shoreline City Hall**

**Meeting time: 6:30 -8:30 p.m.**

#### **Attendees**

Approximately 25 members of the public attended this community meeting at City Hall on Tuesday, January 25, 2011. Attendees included Shoreline residents, community groups, park board members and former city council members.

#### **Staff in attendance**

Jon Jordan, Capital Projects Manager, City of Shoreline  
Dick Deal, Director of Parks, Recreation and Cultural Services, City of Shoreline  
Paul Cohen, Senior Planner, City of Shoreline  
Tricia Juhnke, Capital Projects Administrator, City of Shoreline  
Ros Bird, Public Art Coordinator, City of Shoreline  
Greg Brower, Berger Partnership  
Andy Mitton, Berger Partnership  
Kristine Edens, EnviroIssues  
Alissa VandenBerghe, EnviroIssues  
Elizabeth Conner, Project Artist

#### **Meeting purpose**

The purpose of this meeting was to gather ideas and input from community members on the future Park at Town Center. Through a facilitated community workshop, participants discussed the park elements that were most important to them and that reflected what is unique about the City of Shoreline.

#### **Meeting format**

Shoreline Parks Director Dick Deal welcomed everyone to the first of three community workshops to develop a community vision for the Park at Town Center project. He introduced the project team, goals for the evening's meeting and the overall purpose of the project.

Tricia Juhnke, a capital projects administrator for the City of Shoreline, outlined the projects underway or recently completed near the project area including the Interurban Trail extension, improvements to Aurora Avenue, the new City Hall, the development of the Town Center Sub Area Plan and the Transportation Master Plan that calls out future improvements for Midvale Avenue.

Paul Cohen, planner for the City of Shoreline, discussed the Town Center Sub-Area Plan and the framework for the plan. He described the park as a critical part of the Sub-Area plan, as the park will become a major draw for people who live and work in the Town Center as well as people from all neighborhoods of Shoreline to come and gather.

Dick Deal then explained the importance of the park planning process as a unique opportunity to create a future gathering place for the City of Shoreline, and the team is hoping for active community involvement to help make this project great. Developing a park plan will allow the City to seek out and apply for funding for the project, and they have hired the Berger Partnership to lead this process along with assistance from EnviroIssues and the project artist, Elizabeth Conner.

Greg Brower, Berger Partnership, explained the project area (between 175<sup>th</sup> and 185<sup>th</sup> Streets south to north, and between Aurora Avenue and Midvale Avenue west to east) and showed the areas that belong to the City of Shoreline and what areas belong to Seattle City Light. Greg described the constraints around developing land that belongs to Seattle City Light and the unique relationship the City is building with them. The main limitations on Seattle City Light property are height and material restrictions, the need for Seattle City Light to access their facilities on-site at any time, and that any improvements on their land must benefit Seattle residents.

Greg Brower then showed a series of images to help inspire attendees and think about what is possible for the park at Town Center in Shoreline. Kristine Edens, EnviroIssues, also shared the results of a series of stakeholder interviews with community leaders, business owners, neighborhood representatives, parks board members, former city council members, and others with an interest in the park. Some of the key findings of the stakeholder interviews were that the park should be pedestrian-oriented, there need to be opportunities to connect Aurora, regularly scheduled programs to activate the space, exploring the possibility of a farmers market or a flexible event space. Some of the unique aspects of Shoreline that were discussed included the history of the area, trees and the connection to community and schools came out. There was a lot of discussion of about lighting. The stakeholders had mixed feelings about providing shared, on-site or no park specific parking.

Following the presentations, meeting attendees participated in a community workshop where attendees were encouraged to share their thoughts for the future park at Town Center. Meeting participants were also encouraged to provide feedback on comment forms.

### **Community workshop discussion**

During the community workshop, meeting participants were encouraged to consider how they would like the park to look and function 10 years from now, what is unique about Shoreline that could be reflected in the park, and share their ideas for important park amenities and facilities that should be considered in the park's design.

A summary of common themes is provided below. A full list of comments received is included in Appendices A and B.

The following park design themes were discussed:

- **Programs, farmers markets and/or other events will be key to making the park at Town Center a viable space.** Participants felt strongly about the need for event space. Comments included:
  - One thing that's unique about Shoreline is that it doesn't have a farmers market.
  - Farmers markets need to be protected from wind, dirt and noise. Should be held closer to Midvale, not Aurora, or on top of the City Hall parking garage if the plan moves forward.

- Shoreline/Lake Forest Park Arts Council has a mobile stage that may be used for future events.
- Need to have flexibility for different types of events – farmers markets are usually only one day a week. Let’s plan for and make room for other types of programs.
- **Strong desire to integrate a historical element in the park at Town Center.** Participants stressed the importance of highlighting the historical location of the park and its surroundings. Comments included:
  - The evolution of Highway 99 is very interesting – how the interurban, red brick road and then cars shaped the formation of Shoreline and its “Highway History.”
  - Protect the brick road and plaza, and bring in a replica of an interurban trolley car.
  - Create an interpretive center as an offshoot of the relocated Shoreline Historical Museum.
  - 1912 was the first recognition of this area as a place; find a way to celebrate the centennial in 2012.
  - The linear shape of the park and interurban trail could lend itself to demonstrating the timeline of Shoreline.
  - Don’t focus on just one point in time. Consider the past, present and future of Shoreline.
- **Reflect Shoreline’s focus on sustainability in the park.** Participants described an interest in using solar power and providing opportunities for people to reach the park through alternate modes of transportation. Comments included:
  - Get people to the park in something other than cars.
  - Consider using solar powered lights and waterfalls.
  - Good expression of how Shoreline is moving forward in a sustainable way, following the example of City Hall and other sustainable elements being incorporated into other park and transportation projects around the city.
- **Use the park to showcase seasonal and native vegetation and mature trees Shoreline is known for.** Participants discussed incorporating different types of native and colorful vegetation in the space. Comments included:
  - Plant tall, native trees across from Ronald Methodist Church to mirror this asset.
  - I love Edmonds’ plantings. We should plan for lots of seasonal color in the park space.
  - Use vegetation to announce the seasons.
- **Create flexible spaces in the park that lend themselves to different activities, both passive and active for all in the community.** Participants expressed the importance of designing the park for a variety of uses and age groups. Comments included:
  - Create a park focused on senior fitness with exercise equipment and stations.
  - Create a par course circuit with stops that have exercise equipment – get the community to commit to exercising together.
  - Features that entice people to move along the park.
  - Desire for iconic pieces and smaller linear art to draw people to areas of discovery in the length of the park.
  - The space is 10 blocks long and may require bathrooms at both ends.

- **Reflect Shoreline’s sense of community, landmarks and diverse neighborhoods.** Participants felt that the communities and diverse neighborhoods were a unique part of Shoreline and wanted them to be incorporated into the park. Comments included:
  - Have a kiosk that shows where other nearby parks are located.
  - Install way-finding signs to other areas, neighborhoods, landmarks and parks are in Shoreline.
  
- **Provide adequate lighting to ensure enhance safety and comfort at all times of the day and year.** Participants were concerned that without proper lighting and well designed shelters and amenities, the park could attract criminal activity. Comments included:
  - Need to make sure the park is well lit so that it doesn’t become like other sections of Aurora.
  - Provide shelters so the community can gather at all times of the day and year, but design so there are no “hidden” spaces to ensure safety.
  - Planning the appropriate pedestrian friendly height of lighting fixtures is important.
  - Need to have park specific lighting that doesn’t pollute the surrounding neighborhoods.

In addition to the community workshop, participants were asked to complete and submit comment forms or e-mail comments to Jon Jordan after the public meeting. Comments received via comment forms at the meeting are reflected in the themes discussed above.

### **Project next steps**

Based on the themes discussed during the community workshop, as well as feedback from the comment forms, City staff and Berger Partnership will use the community’s input to develop design options for the community’s consideration at the next public workshop scheduled for the evening of March 9<sup>th</sup>.

### **Learn more and stay connected**

Jon Jordan encouraged attendees to stay connected to the project between now and the next public meeting, and to feel free to send any thoughts to him directly. There are a number of ways the public can learn more about the project:

- *Visit the Park at Town Center project Web site:* [shorelinewa.gov/index.aspx?page=684](http://shorelinewa.gov/index.aspx?page=684)
- *Submit comments:* Jon Jordan at [jjordan@shorelinewa.gov](mailto:jjordan@shorelinewa.gov) or at (206) 801-2473.
- *Attend future workshops:* The next meeting is scheduled for 6:30-8:30 p.m. on Wednesday, March 9 in the City of Shoreline City Hall Council Chambers.

## Appendix A – Workshop discussion comments by theme

- **Events space**
  - Representatives from Cascade Harvest Coalition would like to see Shoreline have a farmers market. North Seattleites could benefit from a farmers market, which means it could be placed in Seattle City Light property.
  - A farmers market space could also be used for city festivals or other events
  - There's lots of community support for a farmers market.
  - This site is not appropriate for a farmers market. Right now the site is cold, windy, wet and noisy because of traffic. In the summer it's hot, noisy, and dirty.
  - If there is a farmers market in the park it would need to be linear along Midvale because you don't want to feel like you're exposed to all the noise, wind, and dirt coming from all directions.
  - A better place for the farmers market would be on top of the parking garage at city hall.
  - The reason a farmers market succeeds is there are customers. We would need people who will come back every week for the entire season. We also would have to have a dedicated group of people to run the farmers market.
  - This park space should be used for other potential city events, like earth day.
  - Farmers markets have been shown to increase revenue for local businesses, also with the space and place – they're not very expensive and they allow for people to gather.
  - Shoreline Lake Forest Park Arts Council has a mobile stage that could be used at concerts or events.
  
- **Historical integration**
  - The most unique part of Shoreline is the history.
  - The park's site is the very beginning of Shoreline and the very beginning of Highway 99. The park should have an element that shows how transportation shaped the formation of Shoreline.
  - I would like to see the entire town center area as a roadmap of how Shoreline's history began.
  - There should be an interpretive center near the red brick road. Center could have a building with several floors.
  - There should be a replica of a trolley station with a trolley. We don't need a big open space, we need something that will bring people here and this could do that.
  - The park should represent a time walk through the history of Shoreline. There could be historic pictures along the walk and could be tied to the park course exercise equipment.
  - It's very important to preserve the red brick road.
  - It's important that we make sure that the historical element is balanced and not too focused on a specific time period.
  - I want to reiterate that we want a brick plaza and trolley
  - The road should be back the way it was; the rest park space could be the site for the museum.
  - We have to jealously guard our historic elements.
  - I think we should have historic markers, or pocket parks, like in Ballard, with historic elements.

- I think we have to be careful as we want to respect history so that we do not replicate history. While this was an important time period it was only from 1912-1939.
  - The highway has influenced more than the trolley.
  - There is more of an opportunity to recognize not only the settler's history but also the prehistory and the people who lived here first.
  - Lynnwood bought an old original trolley so that's been done already nearby.
  - We should recognize North Trunk Road and trolley in a unique way but also recognize what the car did to develop the area.
  - Our highway history is unique because it was supposed to be on Bothell Way. We also still have the auto cabins.
- **Sustainability**
    - I would like to see solar powered light panels and waterfalls incorporated in the park.
    - We should encourage bikes along Midvale because the trail is too bumpy.
    - There needs to be a commitment to sustainability. I'd like to see events like a solar fest incorporated in this park.
    - We should focus on connections to the Interurban Trail and East/West connections. Allow for people to get access the park in something other than cars.
    - The park needs to be pedestrian friendly.
    - Sustainability is a good expression of moving forward.
- **Vegetation**
    - It's unique that we still have trees.
    - We should plant some across from Ronald Methodist Church so that we can balance their trees.
    - We should focus on low maintenance and low cost landscaping like berms instead of flowers.
    - I envy Edmonds' flowers and containers.
    - I would love to see color in the space.
    - The unique aspect of Shoreline its name and the concept of water. I would love to see horizontal water features with moving water, which would add a living energy to the park.
    - We should consider including a maze 18-20 inches high that people could walk through. The maze could conform to any odd shape we have.
- **Passive and active space**
    - I'm interested in a focus on senior citizen's fitness in the park. Exercising and staying healthy is a benefit to the whole community. Please consider a space that is somewhat enclosed so that the seniors won't be embarrassed.
    - Consider incorporating a par course – a circuit with exercise equipment that promotes a healthy community. We should get the community to commit to exercise together.
    - There needs to be direct access to businesses. Fountains along the way and people could walk from the businesses to the park.
    - Please include decorative features on linear basis, continuation feature that forces people to move instead of staying stagnant in one area. A place to disperse from. Point them to other directions/parks though way finding signs

- There should be iconic pieces and smaller linear art to draw people to areas of discovery in the length of the park.
- The space is 10 blocks long and may require bathrooms at both ends.
- There should be a coffee stand in the park for visitors.
- We should have celebration banners along the way to decorate for the holidays.
- There needs to be restrooms in the park, possible in the interpretive center or along Seattle City Light property since it benefits Seattle residents.
  
- **Sense of community, landmarks and diverse neighborhoods**
  - I think we should let this park drive the heart of Shoreline – cause the city to develop around it.
  - Please make the park spaces about people, they'll attract more people.
  - I hope there will be some type of kiosk that would highlight other parks and areas in Shoreline.
  - One of the things that drew us to Shoreline was the diversity.
  - Shoreline has been rated highly because of parks and how they're maintained, schools, and our proximity to a major major metropolitan area.
  - It would also be good to recognize the neighborhoods through signposts.
  - I would like to see this kind of process for the art elements of the project. Usually it gets too far along in the process before anyone has a say.
  
- **Lighting**
  - There's a lot of drug activity and prostitution on Aurora Avenue in the south. I'm worried that if we build the park without enough lighting we'll have to give up the park at night. The nicer the park the less it will attract crime, that's not for us mentality.
  - Pedestrian-friendly communities should have lighting that isn't as high as it is on Aurora. The park should have more intimate lighting that is lower to the ground because it makes people feel safe.
  - I would love to see the historical element carried out throughout the entire town center and one way to accomplish this is through the lighting.
  - Unique and attractive lighting is important.
  - We need to have park specific lighting.

## Appendix B – Submitted workshop comment forms

### Comment 1

- Would like to see pea patch
- Art
- Historical facts related to Shoreline
- Farmers Market
- If you want people to bike to this destination there needs to be places to lock up your bike
- Trees – we need more trees
- Yoga in the park
- Luminaries
- The trail needs plants
- Exercise
- Good lighting/more trash bins
- Parking
- Water park
- Rock wall along 99
- (Like the idea of separating farmers)
- Poetry readings, etc.
- Do not want taller buildings 6 levels is enough not 12 levels – yuck

### Comment 2

- What aspects of other parks do you like or dislike? What activities or facilities do you enjoy in parks in other communities that should be considered for the Park at Town Center? *Both formal space and adaptable space. Multiuse opportunities – for events, exhibitions, markets, festivals*
- How do you see the Park at Town Center functioning as part of the town center? As part of Shoreline? *Serving as the town center’s “front yard,” anchoring and connecting the center and its component parts.*
- What do you appreciate the most about, or what is unique to Shoreline? Or what elements of Shoreline’s character would you like to see reflected in the park? *A diverse community, a key location between Seattle and Everett. Urban yet forested.*
- Imagine you move away and return to the community in ten years, how does the park look and function? *A handsome, signature space – mature landscaping, welcoming hardscaping, art feature, civic spaces, public places*
- What types of uses (passive vs. active or programmed) would you like to see at the Town Center Park? *Several designed nodes that can be gathering spaces for special events connected with formal plantings and pathways.*
- What types of user amenities (water fountains, restrooms, etc.) would you like to have at the Town Center Park? *Piazza-type hardscaping at one or more nodes – possibly pavilion-type structures for performances*

### Comment 3

- What aspects of other parks do you like or dislike? What activities or facilities do you enjoy in parks in other communities that should be considered for the Park at Town Center? *Views (Stanley Park, Vancouver) and History (San Jose Park, relocated buildings)*
- How do you see the Park at Town Center functioning as part of the town center? As part of Shoreline? *A history walk with photos of how the area changed – Interurban to BRT. Use photos of historic places like Cox Garage or Besse Bee’s Diner.*
- What do you appreciate the most about, or what is unique to Shoreline? Or what elements of Shoreline’s character would you like to see reflected in the park? *Pride in the community*
- Imagine you move away and return to the community in ten years, how does the park look and function? *Historic structures like the auto cabins at 170<sup>th</sup> are relocated. Auto cabin could be a coffee stand.*
- What types of uses (passive vs. active or programmed) would you like to see at the Town Center Park? *Craft markets and festivals.*
- What types of user amenities (water fountains, restrooms, etc.) would you like to have at the Town Center Park? *Renovate older buildings here and don’t build new.*

**Comment 4**

*One stakeholder left a packet of articles and information about senior parks and playgrounds. The articles discussed the increasing popularity of senior playgrounds to help elderly people stay healthy and improve their coordination and balance. The articles also discuss layouts and design styles for the playgrounds.*



History



Interurban Trail



Aurora to Midvale



City Hall Link



Linear Space



**Seattle City Light Basics**

- Clear access
- Limit on height
- Limit on materials
- Benefit to residents of Seattle

# Project Site



- City of Shoreline
- Seattle City Light
- Shoreline City Hall
- Private Property





*Last updated 10/20/2011*

## **City of Shoreline Park at Town Center**

### *Community Meeting Summary*

*March 9, 2011*

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**Meeting location: Council Chambers, Shoreline City Hall**

**Meeting time: 6:30 p.m. – 8:30 p.m.**

#### **Attendees**

Approximately ten people from the community attended the meeting at City Hall on Wednesday, March 9, 2011. Attendees included Shoreline residents, community group representatives, and park board members.

#### **Staff in attendance:**

Dick Deal, Director of Parks, Recreation and Cultural Services, City of Shoreline  
Jon Jordan, Capital Projects Manager, City of Shoreline  
Tricia Juhnke, Capital Projects Administrator, City of Shoreline  
Ros Bird, Public Art Coordinator, City of Shoreline  
Maureen Colaizzi, Park & Recreation Project Coordinator, City of Shoreline  
Greg Brower, The Berger Partnership  
Andy Mitton, The Berger Partnership  
Kristine Edens, Envirolssues  
Alissa VandenBerghe, Envirolssues  
Elizabeth Conner, Project Artist

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#### **Meeting purpose**

The purpose of this meeting was to solicit feedback from community members on three park design concepts for the park at Town Center. Through a facilitated community workshop, participants were able to discuss the elements of each concept they liked and disliked. Feedback from the community workshop will be used to develop and further refine a preliminary preferred park concept for the future park at Town Center.

#### **Meeting format**

City of Shoreline Director of Parks, Recreation and Cultural Services, Dick Deal, began the meeting by welcoming and thanking community members for attending the second in a series of three public workshops for the Park at Town Center project. Dick reminded participants that while there isn't a funding source identified to implement this project, creating a master plan for the park will help the City identify potential sources for and secure funding in the future.

During this planning phase of a project, the team will develop a master plan for the park. A master plan is an opportunity to develop a long-range vision as to how this site might better serve citizens, improve

the environment, and create a positive economic impact. The planning process is a free flowing sharing of thoughts and ideas, focusing on creative ways to create a dynamic space for the heart of Shoreline. In this early planning process, all ideas will be explored and discussed.

Dick explained that at the first meeting, the consultant team reviewed the project site and showed several examples of linear park spaces around the world. The intent was to get attendees thinking on a grand long-term scale about the future park space. Ideas were shared and the community identified themes they thought might work well within the Park at Town Center site.

The consultant team used the feedback gathered at the first meeting and created three different draft design concepts for the Park at Town Center site. Dick explained that at tonight's meeting the team will share the design ideas behind each strategy and ask the community to share what they liked and disliked about each concept. Included in the summary below are the thoughts generated from this discussion. Comments will be gathered to inform the future development of a preliminary preferred park concept prior to the next public workshop. A comment form asking for feedback about the three concepts will be posted online through June 1<sup>st</sup>.

Based on information and input gathered to date, modifications to the Interurban Trail and Ronald Place bricks were shown in varying degrees in the draft design concepts for the purposes of community discussion. There may be constraints or additional design principles that may not allow these elements to be altered, but the team wanted to get a sense of the public's input on this during the planning phase.

Dick introduced Brendan Lemkin who represents the Farmers Market interest. He and his colleagues are working with the City to explore this option further. Dick then introduced Patty Hale and Bonnie Barry from the Parks Board. Capital Parks Project Manager Jon Jordan introduced the consultant team for the project: Greg Brower and Andy Mitton from the Berger Partnership, Kristine Edens and Alissa VandenBerghe with EnviroIssues, and project artist Elizabeth Conner.

### **Exploring Concepts and Elements Presentation**

Greg Brower with the Berger Partnership gave a brief overview of the purpose of this workshop. He explained that the design concepts provided today were intended to help test ideas to elicit and document community feedback. The ideas that were gathered at the last public workshop were also incorporated into three park concepts for the community to react to during tonight's workshop.

Kristine Edens with EnviroIssues summarized feedback received at the last public workshop on January 25, 2010. Some of the major themes the City heard at the last meeting included a need for flexible event space that could accommodate a farmers market or other events, the importance of historical elements, incorporating sustainable features, integrating seasonal and native vegetation, using lighting to provide safety and comfort, and providing restroom facilities for park users.

Andy Mitton with the Berger Partnership presented the history of the region and specifically the park at Town Center site. The City of Shoreline was first inhabited by Native Americans. Settlers arrived in the area around the 1880s. In 1902, construction started on the Interurban Rail line. By 1910 Everett and Tacoma were connected through the Interurban Railroad. The North Trunk Road, now known as Ronald Place, was paved with bricks in 1913, some of which can still be seen today. When the Interurban Rail

stopped running in the 1930s, cars were becoming popular. The 1950s and 1960s brought the car culture and influence on architecture in the area. Shoreline was incorporated as a city in 1995, bringing together 14 unique neighborhoods. In 2007, improvements to the Interurban Trail started, along with the widening of Aurora Avenue North, and the building of City Hall.

Greg introduced the three concepts and briefly explained each one. There are several common elements among all of the concepts; including flexible spaces for events and other activities, restrooms, a link to City Hall, art, plants for all seasons, lighting, neighborhood connections, Seattle City Light (SCL) flexibility, and a screen to block the Walgreens property from the park.

The Exploring Concepts and Elements presentation is available online and includes a detailed description of each concept, as well as the history and images presented to introduce each concept.

### **Community workshop discussion**

Greg asked the meeting participants to separate themselves into three breakout groups. Each group would have an opportunity to visit each of the three stations set up around the room – one for each concept. The smaller groups were asked to discuss and provide feedback on each of the three concepts. Below are the notes from each of the concept stations, including the elements that the meeting participants liked, disliked and what they would like to see added to the concepts.

#### ***Shoreline on the Move***

The influences for this concept included the history of mobility in the Shoreline area and patterns created by Aurora Avenue North, Midvale Avenue and Ronald Place. The park design is 50 percent paved and 50 percent planted and includes “outdoor rooms” for events and for people to congregate. Between the “rooms” are smaller sized open spaces. In this concept, the Interurban Trail is moved to Midvale Avenue North and a loop trail would be added along the perimeter of the park. This concept was intended to celebrate mobility, and incorporates movable park elements to better accommodate SCL.

Meeting participants liked the following elements of this concept:

- The loop path around the site
- Moving the Interurban Trail to Midvale Avenue North to better accommodate event space
- The unique connection across Midvale Avenue North
- The movable park elements, as long as they aren’t stolen or unsafe for people to be around

The elements that meeting participants didn’t like in this concept or would like to see added to the concept:

- More green spaces
- Opportunities to protect users from noise and pollution
- A screen to block Aurora to make people more comfortable
- The north end of the site loses energy
- A visitor center should be added near the restroom
- Additional restrooms should be available at City Hall or Gateway Plaza

#### ***Shoreline Reflection***

This concept is influenced by the reflection and geometry of Ronald Place and Midvale Avenue North. This park concept is also 50 percent paved and 50 percent planted. In this concept there would be many tall trees near the south end of park, with the Ronald Place bricks are accented throughout the park. Water is a major element in this park concept – especially in the grade change near Walgreens.

Meeting participants liked the following elements of this concept:

- The spaces are delineated in creative ways
- The connections to the neighborhood
- The water is an important and attractive feature

The elements that meeting participants didn't like in this concept or would like to see added to the concept:

- Lack of specific nodes and seating areas in the space
- The northern side of the park is less formed and designed
- Should have a loop trail
- There needs to be two bathrooms
- There is no central area for event space, which is needed for event flexibility
- Incorporate coniferous trees into the design
- Use sustainable water practices

### ***Shoreline Center Stage***

This concept was based on the fact that this site is the center of Shoreline. There is movement in the design from edge to edge of the property to reflect Shoreline's shore to shore theme. The 14 unique Shoreline neighborhoods are represented in 14 nodes throughout the park. This concept is 80 percent planted and 20 percent paved. At the southern end of the park there could be a plaza for meeting space with movable screens that could block Aurora Avenue North and Walgreens.

Meeting participants liked the following elements of this concept:

- The concept of nodes for each of the neighborhoods
- The shore to shore idea of the park
- The rounded gathering area as a focal point
- Moving the Interurban Trail to Midvale
- The artistic flow of this concept

The elements that meeting participants didn't like in this concept or would like to see added to the concept:

- Temporary art instead of only permanent installations
- Provide SCL with clear routes to access their poles
- Incorporate more water and celebrate it
- The Ronald Place bricks are important, but do not have to be where they are today
- Parking needs to be addressed
- Create a connection to the high school

Meeting participants asked several questions about how often SCL would need to access the transmission lines and if we could design ways for them to be easily reached without their trucks ruining landscaping or other aspects of the park. Greg replied that we do not have an idea of how often SCL will

need to access the poles, but SCL has told the City that the poles are old and may need to be replaced in the future. It is possible to design pathways that anticipate the access needs of SCL trucks, but SCL has been clear they will use whatever access point they need to use to access their facilities, and the City is not guaranteed that SCL would use any access points designed into the park.

### **Next steps**

Jon explained that the Berger Partnership will refine the park concepts based on the comments received at this meeting. Soon there will be a comment form posted online so community members who weren't able to attend this meeting can comment on the concepts.

This information will be presented to the Parks Board on March 24. Then on April 18, this information and a summary of the comments received to date will be presented to the Shoreline City Council. The Council will provide their feedback on the concepts which will also be included in the preferred park concept that will be presented at the final workshop in early June (tentatively scheduled for June 1<sup>st</sup>).

### **Learn more and stay connected**

Jon Jordan encouraged attendees to stay connected to the project between now and the next public meeting, and to feel free to send any thoughts to him directly. There are a number of ways the public can learn more about the project:

- *Visit the Park at Town Center project Web site:* [shorelinewa.gov/index.aspx?page=684](http://shorelinewa.gov/index.aspx?page=684)
- *Submit comments:* Jon Jordan at [jjordan@shorelinewa.gov](mailto:jjordan@shorelinewa.gov) or at (206) 801-2473.
- *Attend future workshops:* The next meeting is tentatively scheduled for June 8th. More information will be posted on the project website when it becomes available.

## Master Plan Concept Narratives

### Shoreline on the Move

Three schemes were presented at the second public meeting. A variety of options are displayed in each scheme that study; the existing Interurban Trail alignment, treatment of the Ronald Place Bricks, amount of paved vs. green space, and proximity to other elements in the Park. The basic program for each scheme includes the following common elements:

- Flexible spaces for outdoor events, markets, Art in the Park
- Restroom facility
- Link to City Hall
- City Light Property Flexibility
- Planting for all Seasons
- Art
- Lighting
- Connections to the Neighborhood
- Walgreens screen

Elements unique to each scheme are briefly described below:

### Shoreline on the Move

A series of outdoor rooms are created by relocating the Interurban Trail to follow Midvale Avenue. A loop trail is created around the site by adding a sidewalk along Aurora Avenue. The Ronald Place Bricks are largely kept in place, but have been slightly modified to remove damaged portions of the bricks and to raise the grade to relate better to the large gathering space in front of the restroom. To solve the problem of having solid objects placed in the City Light Right of Way, several Park elements are placed on tracks and carts with wheels that can be moved out of the way to re-configure spaces or for emergency repairs to the transmission lines.

### Shoreline Reflection

## Master Plan Concept Narratives

### Shoreline Reflection and Shoreline Center Stage

Building off the geometry of Ronald Place and the history of this unique feature that is only in Shoreline, all of the design elements follow the angles set up by the old bricks. The Interurban Trail and Ronald Place Bricks are left in place. Community gathering areas are created by forming rooms and defining them by rows of trees or other paved features. As you move north through the space, a series of planting elements march through the landscape forming gateways and patterns that mimic crop rows. Water is represented on the site by allowing it to pool in a thin layer to transform the space during rains into reflective surfaces.

### Shoreline Center Stage

Working off the notion of Shore to Shore (how Shoreline was named), this scheme looks to re-locate the Interurban Trail into a pathway that winds from edge to edge to create a unique experience as you travel through the site. Fourteen nodes are presented along the way, representing each neighborhood of Shoreline. A Center stage performance space with rotating stage walls is on the southern end of the Park, adjacent to a round restroom. This scheme honors the Ronald Place Bricks, but moves them around to fit into the design scheme. The main plaza space doubles as a water feature when not in use, artistically lit at night, to provide a unique element for visitors along the Aurora Corridor.

We are gathering input based on specific elements out of each scheme that speak to what residents of Shoreline would like to see at the Town Center Park. We are not looking for a vote of one scheme in particular; rather, what elements from each scheme that could be combined to create a preferred park plan.

### End of Memo

c:

encl:

**SHORELINE REFLECTION**



**TOWN CENTER PARK**

**CITY OF SHORELINE**

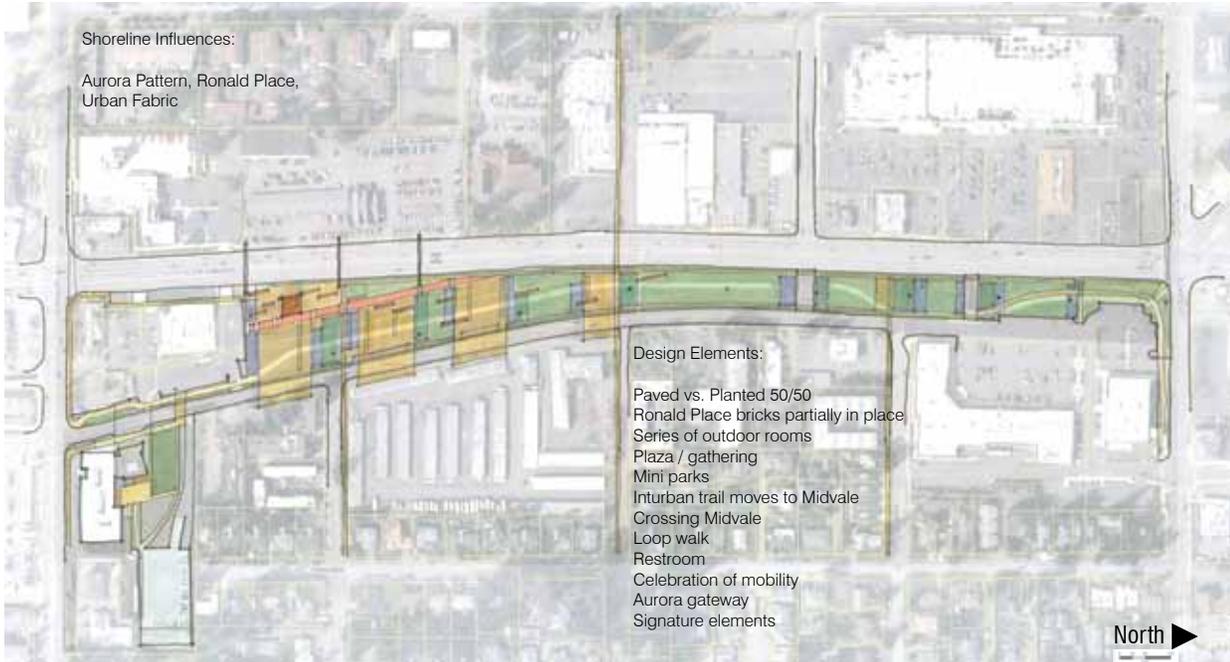
**SHORELINE CENTER STAGE**



**TOWN CENTER PARK**

**CITY OF SHORELINE**

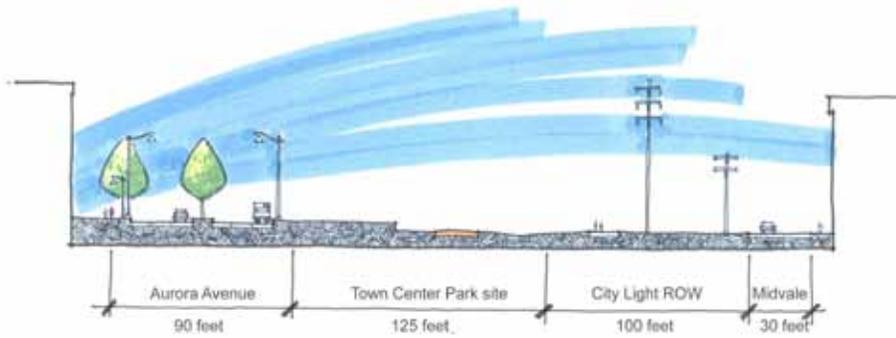
## SHORELINE ON THE MOVE



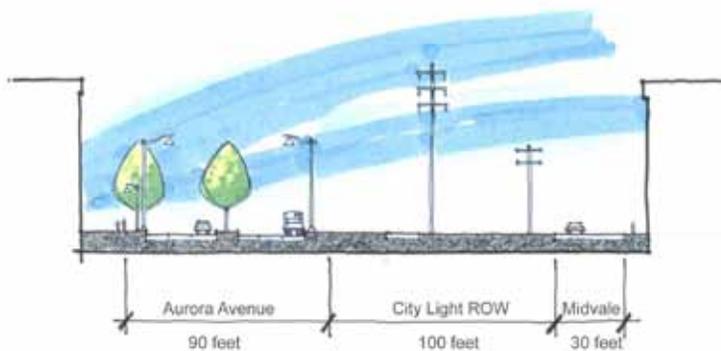
TOWN CENTER PARK

CITY OF SHORELINE

**Existing Site Section A**



**Existing Site Section B**





## City of Shoreline Park at Town Center

### Community Meeting Summary

June 8, 2011

Last updated 10/20/2011

**Meeting location: Council Chambers, Shoreline City Hall**

**Meeting time: 7 p.m. – 9 p.m.**

#### Attendees

Two community members attended the meeting at City Hall on Wednesday, June 8, 2011.

#### Staff in attendance:

Dick Deal, Director of Parks, Recreation and Cultural Services, City of Shoreline

Debbie Tarry, Assistant City Manager, City of Shoreline

Jon Jordan, Capital Projects Manager, City of Shoreline

Tricia Juhnke, Capital Projects Administrator, City of Shoreline

Ros Bird, Public Art Coordinator, City of Shoreline

Greg Brower, The Berger Partnership

Katie Bang, The Berger Partnership

Erin Tam, Envirolssues

Alissa VandenBerghe, Envirolssues

Elizabeth Conner, Project Artist

#### Meeting purpose

The purpose of this meeting was to update community members on the park design process, present a phased master plan for the Park at Town Center, and solicit feedback from the community.

#### Meeting format

Dick Deal, Director of Parks, Recreation and Cultural Services, began the meeting by welcoming and thanking community members for their participation in the Park at Town Center project. Dick introduced Katie Beth, the newest member of the Shoreline Parks, Recreation and Cultural Services Board, and Debbie Tarry, Shoreline's new Assistant City Manager.

Dick announced that the next steps for the project will be to brief the Parks Board on June 23, and the City Council in July.

Jon Jordan, Project Manager, recapped the Park at Town Center master planning process to date. He explained that work began in late 2010 with a set of stakeholder interviews, followed by three public meetings. The first public workshop was held in January, where community members shared their ideas and visions for the park. At the second meeting, The Berger Partnership created three concepts for the park, based on community ideas generated at the first meeting. Tonight is the third and final meeting where The Berger Partnership will present the final master plan concept to be approved by City Council.

Jon discussed the constraints in the park site, including maintaining the Ronald Place bricks and the Interurban Trail in their current locations, the future creation of an intersection at N. 180<sup>th</sup> Street, maintaining access to Seattle City Light’s property and facilities, and incorporating design concepts for the Midvale Avenue N. redesign project and the Town Center Sub Area Plan.

### Sharing the Vision and Action Plan

Greg Brower, The Berger Partnership, explained the different ownership areas of the park. Shoreline only owns a portion of the park property; the rest is Seattle City Light (SCL) property. On SCL property, the park designs would have to be approved by SCL and be able to accommodate their trucks needing access to their facilities. Greg showed several cross sections at different points along the park to demonstrate the amount of space the design team has to work with.

Greg recapped the three concepts presented at the last workshop:

- ***Shoreline on the Move***  
The influences for this concept included the history of mobility in the Shoreline area and patterns created by Aurora Avenue North, Midvale Avenue and Ronald Place. Since the last meeting we’ve learned that we cannot move the Interurban Trail as shown in this concept.
- ***Shoreline Reflection***  
This concept is influenced by the reflection and geometry of Ronald Place and Midvale Avenue North. This park concept is also 50 percent paved and 50 percent planted. In this concept there would be many tall trees near the south end of park. As with the last concept, we’ve since learned that there will be no major alterations to the Ronald Place bricks as shown in this concept.
- ***Shoreline Center Stage***  
This concept was based on the fact that this site is the center of Shoreline. There is movement in the design from edge to edge of the property to reflect Shoreline’s shore to shore theme. The 14 unique Shoreline neighborhoods are represented in 14 nodes throughout the park. At the southern end of the park there could be a plaza for meeting space with movable screens that could block Aurora Avenue North and Walgreens.

Alissa VandenBerghe, EnviroIssues, summarized feedback received at the last public workshop and through online comments. Some common themes included: designing a flexible space, ensuring that money is used as efficiently as possible, providing protection for visitors from the noise and pollution from Aurora Avenue North, and maintaining the historical elements of the area.

Katie Bang, The Berger Partnership, summarized the specific comments for each concept:

- ***Shoreline on the Move:*** Commentors liked the loop walk and the idea of the restroom, but not the location of the restroom. They disliked the modifications to the bricks and thought the design was disjointed and too segmented. This was the least favorite design concept.
- ***Shoreline Reflection:*** Commentors liked keeping the bricks in place, and the trees and how they defined the space. They disliked the pooling water and the “crop row” concept.

- **Shoreline Center Stage:** Commentors like the organic forms and flow and the idea of a stage, but not the location of the stage. They thought the concept needed more trees and they disliked the modifications to the bricks. This was the favorite of the concepts.

Greg discussed the history of the park, the evolution of Shoreline, and how the park might change as the surrounding neighborhood changes. He then presented a phased master plan that focused on providing flexibility for the park:

- **Existing conditions:** The Park at Town Center currently has the Interurban Trail, benches, the Ronald bricks, flowering trees, lawn, the Aurora Avenue North edge, a bus stop, Seattle City Light access, and access to the City Hall gathering space.
- **1-10 years:** The Park at Town Center could have flexible art, a Shoreline identity, a farmers market, plantings and seasonal color, Shoreline and Ronald Place story, additional walkways, 14 neighborhoods represented, small gathering spaces, site furnishings, flower bulbs, lights, trees, and a connection to city hall.
- **10-20 years:** The Park at Town Center could have an interface with Midvale, water features (using collected rain fall), potential restrooms, movable/flexible elements, additional walkways, additional parking, neighborhood connections, gateways at N. 175<sup>th</sup> Street and N. 185<sup>th</sup> Street, a new street at N. 180<sup>th</sup> Street (N. 182<sup>nd</sup> Street closed), and modified parking at Walgreens.
- **20 years and beyond:** The Park at Town Center could have a civic corner and gateway (replacing Walgreens and Key Bank), a visitor center, and an expanded park.

### What can we do now?

Greg introduced Elizabeth Connor, the Project Artist, who explained some ways we could temporarily activate the space right now with little or no cost. Some of her ideas included events such as bike races, car shows, performances, and group exercise classes, temporary art installations, historical displays, and community gatherings.

Elizabeth encouraged meeting attendees to start generating interest in the Park at Town Center and to become the users we're looking for and embrace the park.

Dick ended the presentation by reminding participants that the Town Center Sub Area plan will change the way this area looks drastically. By the time the park is complete, Aurora could be much more sense than it is now, with a few thousand people living on either side of the park. He reiterated that this site will have a different use over time.

### Question and Answer Period

A meeting attendee commented that if you want people to start using this space you'll need to put in a restroom sooner than 10 years from now.

Another attendee asked how often SCL accesses their property. Greg replied that SCL has not been out there recently, not used the interurban the way they wanted to. SCL said it's possible that the distribution lines could go underground in the near to distant future. Some of the poles are about 40 years old and may also be replaced but there's currently no plan.

### **Next steps**

Jon explained that soon the images from tonight's presentation and a comment form will be posted online so community members who weren't able to attend this meeting can comment on the plan. Comments will be accepted until July 5, 2011.

This information will be presented to the Shoreline Parks, Recreation and Cultural Services Board on June 23 and to the City Council in July.

### **Learn more and stay connected**

Jon Jordan encouraged attendees to stay connected to the project to feel free to send any thoughts to him directly. There are a number of ways the public can learn more about the project:

- *Visit the Park at Town Center project Web site:* [shorelinewa.gov/index.aspx?page=684](http://shorelinewa.gov/index.aspx?page=684)
- *Submit comments:* Jon Jordan at [jjordan@shorelinewa.gov](mailto:jjordan@shorelinewa.gov) or at (206) 801-2473.
- *Attend the Parks, Recreation and Cultural Services Board Meeting on June 23.*

# Shoreline Town Center Park

Existing Conditions



# Shoreline Town Center Park

1-5 years



## Shoreline Town Center Park 10-20 years



## Shoreline Town Center Park 20-30 years



## Temporary Activation – Walk-Abouts and Edges



- An exploration of edges; a temporary marking of edges
- An appeal to the Aurora and Midvale “audiences”
- Large group performances
- One group walks clockwise, the other counterclockwise; One group walks forward, the other slowly backwards
- Sidewalk performances that invite pedestrian participation

Conner Studio 

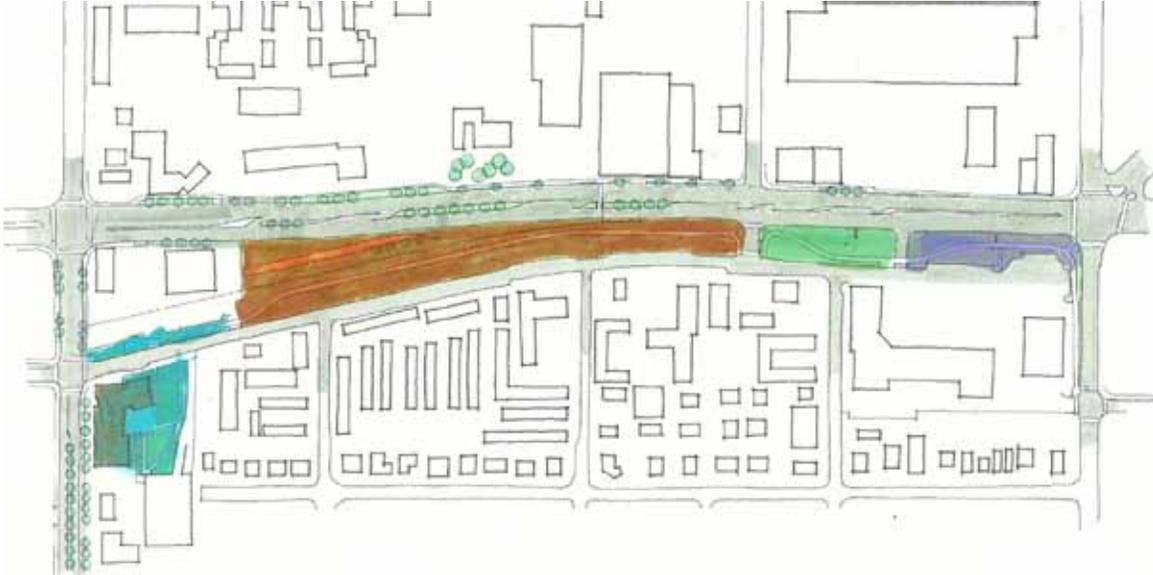
## Temporary Activation – East-West Connections



- Visually activate existing and desired future East-West connections
- Painted crosswalks and other ground plane surfaces
- Temporary carousels located at intersections
- Sidewalk performances that invite pedestrian participation
- Guided walking tours of adjacent neighborhoods led by residents of all ages

Conner Studio 

## Temporary Activation – Sections and Segments



- From north to south simultaneous groupings of diverse but complementary activities
  - Retail: a swap meet, multi-family garage sales
  - Contemplative: meditation, plein air painters with easels
  - Recreational: foot races
  - Civic: temporary soapboxes for speeches

Conner Studio 

## Temporary Activation – Transportation Celebration



- Vehicles parked, parading and circulating
- Bicycles on the trail, Mini-Coopers parked in a line, vintage vehicles on parade, 60's cars arranged in parking lots
- A slow dance of vehicles through Town Center and surrounding neighborhoods

Conner Studio 

## Guiding Principles

### As provided by the City of Shoreline

#### Guiding Principles for the Park at Town Center Vision and Phase I Master Plan

1. Ronald Place bricks to stay in place per historical and environmental reasons/commitments.
  - a. Minor alterations may be acceptable especially if to restore the existing Brick Road.
2. Interurban trail to stay in place. Minor changes and alterations may be considered.
  - a. Per RCO requirements, it must remain a Regional Trail for 25 years from the date of completion.
  - b. The SCL agreement expires 25 years past the date of completion of the last portion of the trail within the ROW (2032). The MOA information is under contracts 1542, 2194 and 3425.
  - c. Concerns such as cyclists going too fast through the park may be addressed by posting a speed limit on that section of the trail and/or directing faster riders to Midvale.
3. Accommodate or include the future opening of the right-of-way for the N 180th Street connection from Midvale to Aurora and Linden which includes and/or is contingent on:
  - a. Obtaining a warrant for a traffic signal on Aurora Avenue.
  - b. The development of Midvale Avenue and Town center in item 5.
  - c. Closure of N 182<sup>nd</sup> Street from Midvale to Aurora/Linden Avenues.
4. Maintain SCL access to and redevelopment of utilities now and into the future.
  - a. Know that SCL's need to access utilities may damage park improvements and that SCL is not responsible for said damages.
5. Include the design concept for Midvale Avenue consistent with the Town center Subarea Plan and the Transportation Master Plan.
  - a. This may include angle parking on some or all of the west side of Midvale. This improvement would utilize approximately 17 feet of the adjacent SCL right-of-way. Refer to item 6 for SCL ROW issues and item 7 for potential SCL rent requirements.
  - b. The design concept does not include a sidewalk on the west side of Midvale; the trail is intended to serve as the sidewalk.
  - c. Undergrounding the distribution lines along Midvale; a long-term design element.
6. Include and/or identify a potential exchange of a portion of the Ronald Place triangle parcel (excluding the bricks portion) for SCL right-of-way along the west side of Midvale Avenue.
  - a. This purpose of this is to accommodate the design concept for Midvale Avenue in item 5 and to get Midvale Avenue on City ROW. Presently, a portion of Midvale Avenue is on SCL ROW.
  - b. The design concept for Midvale Avenue would use a portion of the SCL ROW for angle parking.
  - c. This will reduce the size of the of the "triangle" parcel that is within City "control".
7. Recognize/incorporate the potential requirements for SCL to assess rent verses current no cost agreement. Potential triggers for rent could include:
  - a. Improvements on SCL ROW including a sidewalk on the east side of Aurora north of Ronald Place or the on the west side of Midvale Avenue.
  - b. Changes in use beyond the regional trail that also provides access to SCL transmission lines.
  - c. There are numerous situations that could trigger rent. It is not feasible to really commit to or clarify what may or may not trigger these requirements. Changes to the SCL MOU may be necessary in the future.

From July 25 2011 Staff Report

**Guiding Principles**

The guiding principles developed to influence the long-range vision and phasing of the park development include:

1. Ronald Place bricks to stay in place per historical and environmental reasons/commitments. Minor alterations may be acceptable, especially if to restore the existing Brick Road.
2. Interurban Trail to stay in place. Minor changes and alterations may be considered.
3. Accommodate or include the future opening of the right-of-way for the N 180th Street connection from Midvale to Aurora and Linden.
4. Maintain Seattle City Light (SCL) access to and redevelopment of utilities now and into the future.
5. Include the design concept for Midvale Avenue consistent with the Town Center Subarea Plan and the Transportation Master Plan.
6. Include and/or identify a potential exchange of a portion of the Ronald Place triangle parcel (excluding the bricks portion) for SCL right-of-way along the west side of Midvale Avenue.
7. Recognize/incorporate the potential requirements for SCL to assess rent versus current no-cost agreement.

## Seattle City Light Real Property Use Guidelines

City of Seattle  
City Light Department

### REAL PROPERTY USE GUIDELINES

These guidelines set forth criteria to be considered when reviewing requests for incidental uses of City of Seattle real property and real property rights under the jurisdiction of the City Light Department.

The apparent satisfaction of criteria within these guidelines does not imply the Department's consent to or authorization of a particular use. Review and approval are required before a use permit, consent, easement or lease is issued. As provided by Charter, authorization by the City Council is required for the granting of easements and leases of City property.

#### Definitions for the purposes of these guidelines:

An *Easement* is a property right on, over, and/or under land or water, which the City of Seattle has been granted by another party for utility purposes, and which is placed under the jurisdiction of the City Light Department.

An *Easement Granted* is a property right on, over, and/or under its fee property, which the City of Seattle grants to another party upon recommendation of the Department and upon authorization by ordinance.

*Fee Property* is property acquired and owned by the City of Seattle under jurisdiction of the Department for utility purposes.

An *Incidental Use* is a use by others of the Department's fee and/or easement property and is more specifically defined in the Department DPP 500 P III-132.

An *Unacceptable Use* is a use that is incompatible with City Light's use of its property and property rights. Real Estate Services will deny the application without further review.

#### I. Criteria for acceptance of an incidental use:

##### A. Existing and Future Departmental Uses/Needs.

1. If the use will not interfere with existing and future uses/needs of the Department and meets all other criteria, approval may be given subject to the Department's requirements.
2. If the use will *potentially* interfere with existing and future utility uses, the application will be denied, unless the following conditions are met to the Department and its legal staff's satisfaction:
  - a. The Department will retain its right to cancel upon notice;
  - b. The total cost to remove or relocate an incidental use will be borne by the user;

- c. If a public use is not electric utility related, user will pay all costs to remove and/or relocate public improvements in the event the property is required for utility operations;
  - d. Increased operation and maintenance costs to the Department, related to the use, will be borne entirely by the user;
  - e. The user will provide adequate assurance of payment of all potential costs resulting from the presence of the use, including costs to remove, increased operation and maintenance costs, mitigation costs, and increased risk of liability in the form of liability insurance, security deposits, or other assurance of payment.
3. The use will not interfere with the present or future use of transmission line rights-of-way, and related facilities, as regional utility corridors as may be required pursuant to Federal Energy Regulatory Commission orders issued under the Federal Power Act (codified as 16 USC 824j) and other applicable regulations, and pursuant to the City's contractual agreements with other utilities.

**B. Costs.**

- 1. The cost to construct, operate and maintain improvements for an incidental use will be at the sole expense of the user.
- 2. The user will pay all costs related to the incidental use, including, but are not limited to:
  - a. Vegetation maintenance,
  - b. Litter removal,
  - c. Security,
  - d. Drainage control and increased drainage fees,
  - e. Insurance to cover property damage and personal injury, and all other liability,
  - f. Claims and lawsuits, including attorney's fees.
  - g. normal wear and tear caused by joint use of the Department's property for utility operations and maintenance related to the incidental use.
- 3. All costs to remodel, relocate or remove Department facilities to accommodate the incidental use, (done at the Department's discretion) will be at the sole expense of the user; this includes all acquisition costs of new right of way if the use interferes with Department present or future needs and cannot be relocated.
- 4. Increased operational or maintenance costs to the Department, related to the incidental use, will be borne entirely by the user.
- 5. Cost to repair Department facilities damaged by the user or as a result of the normal wear and tear associated with the incidental use will be borne entirely by the user.
- 6. Indemnification for all damages, liability, expenses of litigation, including attorney's fees, will be borne entirely by the user.

## Seattle City Light Real Property Use Guidelines

### C. Liability.

1. The Department will determine whether or not the proposed use will increase, or potentially increase, the risk of liability and whether the increased risk of liability is acceptable. The types of risk may include, but are not limited to, liability for any claim or suit for damages related to:
  - a. Personal injury or property damages arising from accidents of any kind;
  - b. Claims based on alleged or perceived health effects of electric and magnetic fields (EMF) on the user or the user's invitees;
  - c. Damage to users' improvements from normal utility operations, maintenance, construction and repair;
  - d. Environmental damages and regulatory fines or penalties arising from or relating to the incidental use.
2. Uses that present unacceptable levels of increased risk of liability will not be approved.
3. If an incidental use is granted or accepted, the Department, as a condition of the granting or acceptance, will require provisions as may be appropriate to reduce, as much as possible, the increased risk of liability to the Department. These include, but are not limited to:
  - a. Hold harmless, indemnification and release agreements covering any injury/damages due to the incidental use;
  - b. In light of the scientific uncertainty regarding EMF, an acknowledgement by the user of receipt of information on electric and magnetic fields (EMF). In addition, for short term uses, a statement that the user accepts the risk of any potential effects of EMF associated with the use will be required. A release of the City from any claims relating to EMF may be required for long term uses. In some cases, upon consultation with the Law Department or the City's Risk Manager, an indemnification may be required.

### D. Compliance.

1. The use must comply with applicable
  - a. Electrical safety codes;
  - b. Environmental laws and regulations, such as preparation of EIS under the State Environmental Policy Act (SEPA);
  - c. Building and zoning codes;
  - d. Other applicable laws and regulations.

### E. Construction Standards.

1. Any improvements constructed by or for the user must meet applicable construction standards as determined by the Department and by applicable code enforcement agencies.
2. The Department will set additional standards for improvements constructed by or for the user, which it deems necessary to reduce risk of damage to the user's

improvements, to protect adjacent property owners and the Department's facilities from damage, to prevent interference with Department operations, and to limit its liability. These include, but are not limited to,

- a. Surfacing that provides adequate support for Department vehicles and equipment,
- b. Drainage and surface water runoff control,
- c. Retaining walls,
- d. Other applicable engineering standards,
- e. Electrical codes and Department electrical standards,
- f. Height restrictions,
- g. Access for inspection, repair, construction, and maintenance. The Department will require the design of improvements, including but not limited to gates and roads, which allow access to Department vehicles, personnel and equipment.

**II. Unacceptable uses:**

<b>Awnings</b>	<b>(See Buildings.)</b>
<b>Auto Wrecking Yards</b>	<b>Danger of flammable/explosive and hazardous materials and nongrounded metals.</b>
<b>Barbecue Pits</b>	<b>Smoke contaminates insulators.</b>
<b>Baseball Diamonds</b>	<b>Potential liability. Structures may violate state safety codes.</b>
<b>Billboards</b>	<b>(See Buildings.) City policy against billboards on fee properties. Large structures on any R/W present danger to lines and persons working on them.</b>
<b>Blasting</b>	<b>Risk of liability and damage to utility facilities and operations.</b>
<b>Buildings</b>	<b>Buildings are considered hazardous to utility facilities and may violate the applicable safety codes. Buildings are incompatible with the use of rights-of-way (R/W), create additional risk of liability and interfere with future utility use. This includes any portion of buildings encroaching into the R/W.</b>
<b>Campsites</b>	<b>Smoke contaminates insulators. Potential liability.</b>
<b>Canopies/Carports</b>	<b>(See Buildings.)</b>
<b>Cemeteries</b>	<b>Not removable on short notice, may interfere with placement of facilities and access of maintenance equipment.</b>
<b>Dumps</b>	<b>Prevents access to electrical facilities. Potential risk of liability and may violate environmental laws and regulations.</b>
<b>Eaves, Building</b>	<b>(See Buildings.)</b>

## Seattle City Light Real Property Use Guidelines

<b>Explosive or Flammable Material Storage</b>	<b>Potential danger to utility facilities. Fire hazard. Flames or hot air can cause flashovers. Smoke contaminates insulators. Risk of liability or violations of applicable laws or regulations.</b>
<b>Flooding</b>	<b>Risk of drowning. Prohibits access to, maintenance and inspection of utility facilities and may encumber property preventing future use. Diminishes usefulness and value of property.</b>
<b>Gas Stations</b>	<b>Potential fire hazard or danger from explosion. (See Buildings.) No fuel storage tanks. No fuel loading areas. May be used as parking area, or landscaping, etc.</b>
<b>Greenhouses</b>	<b>(See Buildings.)</b>
<b>Hazardous Waste Disposal Sites</b>	<b>Risk of liability and interference with future use for electrical facilities.</b>
<b>Incinerators</b>	<b>Smoke contaminates insulators.</b>
<b>Junk Yards</b>	<b>Danger of flammable, explosive and hazardous waste materials, and nongrounded metals. Potential risk of liability and violations of environmental laws and regulations.</b>
<b>Kites</b>	<b>Dangerous in vicinity of overhead lines. Difficult to monitor in recreational areas.</b>
<b>Lakes</b>	<b>Risk of liability from drowning or other accidents. Prohibit access to, maintenance and inspection of utility facilities, and may encumber property preventing future utility use. Diminish usefulness and value of utility property.</b>
<b>Mobile Homes</b>	<b>(See Buildings.)</b>
<b>Model Airplanes</b>	<b>Dangerous in vicinity of overhead lines. Difficult to monitor in recreational areas.</b>
<b>Motorbike Trails</b>	<b>Cause erosion. Risk of liability. Nuisance to neighbors.</b>
<b>Play Equipment</b>	<b>Considered a structure. Risk of liability.</b>
<b>Ponds (all types)</b>	<b>(See Lakes.)</b>
<b>Porches</b>	<b>(See Buildings.)</b>
<b>Pump Islands</b>	<b>High risk. Includes immediate area around island where vehicles are parked for filling and where loading vehicles park.</b>
<b>Reservoirs</b>	<b>(See Lakes.)</b>
<b>Rifles Ranges</b>	<b>Public Safety. Potential risk of liability.</b>

<b>Service Stations</b>	<b>(See Gas Stations.)</b>
<b>Sheds</b>	<b>For the purpose of these guidelines, a shed is defined as a small building not requiring a building permit (less than 120 square feet) as measured on the roof. Not allowed on fee owned R/W. Sheds will be considered on easements on a case-by-case basis depending upon easement language. Storage of flammable/explosive/ corrosive materials prohibited. Metal sheds shall be grounded to City Light specifications. Difficulty in enforcing restrictions may increase risk of liability.</b>
<b>Structures</b>	<b>(See Buildings.)</b>
<b>Swimming Pools</b>	<b>Considered a structure. Risk of drowning. Prohibits/interferes with access. Potential risk of liability.</b>
<b>Swing Sets</b>	<b>Potential risk of liability. Considered a structure.</b>
<b>Trash Burning</b>	<b>Smoke contaminates insulators.</b>
<b>Tree Farms</b>	<b>Not removable on short notice. May violate electrical codes, interfere with placement of facilities and access or maintenance of equipment.</b>
<b>Wading Pools</b>	<b>Risk of drowning. Risk of liability.</b>
<b>Wetland Mitigation</b>	<b>Regulatory protection of wetlands may make these uses permanent and may prohibit future utility use. Diminishes usefulness and value of property. Interferes with use of property preventing access to utility equipment for maintenance, inspection and repair, and may encumber property preventing future development for utility purposes.</b>
<b>Wrecking Yards</b>	<b>Danger of flammable, explosive and hazardous waste materials, and nongrounded metals. Potential liability.</b>

Dated this 13th day of August, 1996.

APPROVED:

SEATTLE CITY LIGHT

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**GARY ZARKER**  
Superintendent

## **Showmobile Specifications**

<http://www.wengercorp.com/Lit/089F049-01%20Showmobile.pdf> Owner's Manual website

<http://www.wengercorp.com/Lit/Wenger%20Showmobile-TS.pdf> Technical Sheet website

## **Aurora Ecology Embankment**

Documented in plans prepared by HDR Engineers for the City of Shoreline, dated April 22, 2010, sheets 579, 580, 587.

## **City of Shoreline Art Plan**

More information is available by contacting the City of Shoreline.

## **Memorandum of Agreement for Interurban Trail**

The areas of the park design that are located within Seattle City Light (SCL) property will need to be reviewed and approved by SCL during design and prior to implementation. A use agreement was previously established for the Interurban Trail and a similar document will be necessary for any future improvements within SCL property. The City of Shoreline established an understanding and use agreement with SCL for the length of the Interurban Trail that is located on SCL property. This agreement is titled "Amendment #2 to Shoreline Interurban Trail Memorandum of Agreement." Original Contract – P.M. # 260418-3-419. Dated August 9, 2001. Shoreline City Clerk Receiving Number 3425.

## Public Response to Online Survey

### Shoreline on the Move

**A series of outdoor rooms are created by relocating the Interurban Trail to follow Midvale Avenue. A loop trail is created around the site by adding a sidewalk along Aurora Avenue. The Ronald Place Bricks are largely kept in place, but have been slightly modified to remove damaged portions of the bricks and to raise the grade to relate better to the large gathering space in front of the restroom. To solve the problem of having solid objects placed in the City Light Right of Way, several Park elements are placed on tracks and carts with wheels that can be moved out of the way to re-configure spaces or for emergency repairs to the transmission lines.**

What elements of this scheme do you like or dislike? don't like: "gathering space in front of restrooms" sounds unpleasant

elements on wheels sounds ridiculously cumbersome, expensive, prone to vandalism and breaking -- just a terrible, nonfunctional, unrealistic idea

expense of moving almost new trail

like: not much

This design would be my last choice. I think it is too busy, there are no trees, the trail is relocated, the bricks are disturbed...

The bricks should be left as they are.

Seems choppy - my 3rd choice

I like the idea of the IU trail moved out of the middle of the park, and with smaller, more meandering trails within it. But I like the 50/50 ratio, but I don't get how this is landscaped. The picture gives the impression of vast areas of lawn (yuk). And I don't get how the "rooms" work. The picture is not very helpful.

Please don't destroy our road. We need it just the way it is - there are bricks left from the destruction wreaked by Walgreens that can be used to sensitively repair the road - it doesn't need to be "raised on grade", or removed, or anything else. Please protect it for us!

Dislike: modification of Ronald Place bricks; solid objects that need to be moved out of the way for emergencies (seriously--why would you design and install something that you know will make dealing with an emergency more complicated and difficult?).

This scheme seems overly complicated and clunky. There doesn't seem to be a lot of artistry in the park itself and its use seems to depend too heavily on elements that need to be brought in or moved around.

The loop trail is a waste of resources - not interesting or attractive to walk next to a busy street and around a bank, store and a parking lot. It would be great if someday Shoreline could annex the self storage company lot to increase the off street center of town park/community feel.

## Public Response to Online Survey

THIS IMAGE IS SO BAD IT'S IMPOSSIBLE TO TELL WHETHER I LIKE IT OR NOT!  
WHERE CAN I SEE A CRISP DETAILED IMAGE?

Doesn't preserve the setting of the Red Brick Road - the 32 points required the preservation of the Red Brick Road. The National Park Service guidelines require preservation of the setting, pulling out bricks does not meet this requirement.

The City will have to get a Certificate of Approval since it received federal funding as it stated in its Federal Highway Safety-LU application (the 32 points) it would create a Heritage Park that preserved the entire setting of the Red Brick Road, but this option comes the closest.

The park department should be ashamed for not providing better guidance to the designer.

I like the idea of mini parks. The flexibility aspect is also pleasing. As defined, the area does not seem to be utilized to full extent.

I don't get the concept of placing elements on tracks and carts enough to comment. The Interurban Trail needs to provide unhindered travel for through-bikers during gatherings and events. Dislike: 1) tampering with the placement and historic value of the Ronald Place Bricks.

Won't the bricks crumble when raising them?

Very inappropriate to relegate them to become doormat to the restroom.

### Summary:

Elements on wheels seems "cumbersome" and "unrealistic"

Like keeping the bricks as they are, no modifications to grade or location

Overall least favorite scheme (3 specifically stated this)

Gathering space near the restrooms seems "inappropriate"

### Shoreline Reflection

**Building off the geometry of Ronald Place and the history of this unique feature that is only in Shoreline, all of the design elements follow the angles set up by the old bricks. The Interurban Trail and Ronald Place Bricks are left in place. Community gathering areas are created by forming rooms and defining them by rows of trees or other paved features. As you move north through the space, a series of planting elements march through the landscape forming gateways and patterns that mimic crop rows. Water is represented on the site by allowing it to pool in a thin layer to transform the space during rains into reflective surfaces.**

like: things left in place, trees, planting (who cares if they mimic crops? it's pretty urban along Aurora)

dislike: allowing water to pool -- just sounds like puddles, which you can find everywhere around here

This is my preferred design. I like everything about it, but especially keeping the bricks and the Interurban Trail in place. I also think the rest of the design is more interesting than the other two designs. I like the addition of trees, since this park seems too bare in its current state.

I like this one because it allows the Ronald Place bricks to remain in place, preserving the true history of the area. Once they are moved and/or re-arranged, it is no longer like our Shoreline pioneers saw and used them.

Also, allowing trees, plantings and water to help arrange the spaces makes it more natural, another unique feature of Shoreline...showing respect for Nature.

The thin layer of water could be an accident waiting to happen. However, then flow looks nice - my #2 choice.

The landscaping looks more interesting here. But I don't like the idea of "crop rows". More natural arrangements are definitely preferable and meet the character of our community and values better. Again, I'd prefer if the IU trail did not bisect the whole thing. Move it toward Midvale.

This design is the best because it honors the city's most iconic feature, the North Trunk Road, without altering it to fit the whim of a design. The city retained several pallets of bricks from when Walgreens destroyed forever a beautiful portion of the road, so any damaged bricks can be carefully repaired without destruction to the integrity, and dignity, of what's left of our beloved road. We, the public, deserve to have this wonderful historic element retained and cared for "in situ" for generations to come.

Like: retaining bricks in place; retaining interurban trail; minimal amount of artificiality; minimizing paved areas. this seems to be the simplest of the options, and the most functional, therefore the most desirable and beautiful.

I like the simplicity of this - but it might seem too simple. I like the idea of the water pooling to form reflective spaces. With all the water we get in this area it would be nice to make an art piece out of it.

Best aspect is the trees creating a buffer. Much prefer this natural oriented design that does something to protect space from aurora traffic.

IMAGE IS TOO FUZZY TO SEE WHAT IT IS ! YOU'RE NOT MAKING THIS EASY

Doesn't preserve the setting of the Red Brick Road - the 32 points required the preservation of the Red Brick Road. The National Park Service guidelines require preservation of the setting, pulling out bricks does not meet this requirement.

The City will have to get a Certificate of Approval since it received federal funding as it stated in its Federal Highway Safety-LU application (the 32 points) it would create a Heritage Park that preserved the entire setting of the Red Brick Road.

## Public Response to Online Survey

The park department should be ashamed for not providing better guidance to the designer.

This is the best of the three ideas, but as I said before, the trees must run along both sides of the trail from end to end. Plus, trees must line Aurora and Midvale Avenues as well. I like the idea of the trail being left in place because I use it daily and can tell you its perfect the way it is. Also, forget about the pool of water as it is a waste of time and reflection may temporarily affect drivers vision.

I like th simplicity and the historical sensitivity of the design. More trees are always good. Again, doesn't seem efficient use of all the space.

Like: 1) Retention of the original placement and historic value of Ronald Place Bricks, and 2) the concept of rooms, gateways and patterns, as long as it doesn't break up the space in such a way that it makes everything look smaller and disjointed.

I like this the best because the Ronald Place Bricks are left in place. With the nearly 100 year old Ronald School soon to be gutted by the Shoreline school district, we should celebrate the remaining unique feature and the history of these old bricks.

"reflective surfaces" - is there room for one of them to be fountains bubbling or shooting up, at least in the summer time?

The Shoreline Reflection design is the only design that does not remove or alter the segment of the red brick road.

I believe the Town Center should reflect Shoreline's history as much as possible as was stated in the community's visioning process. The historic road has been carved up and covered up and given away or removed and dis-respected enough!

I don't think it's right to have 2 of 3 choices that would remove or alter the road.

### Summary:

Like keeping the bricks and interurban trail in place.

Like the trees and how they define spaces and buffer traffic

Like the idea of the water pooling

Simplest option which is what makes it beautiful

Didn't care for the arrangement of the park "mimicking crops"

Overall it's the preferred option (5 specific comments) due to the preservation of the bricks

## Shoreline Center Stage

**Working off the notion of Shore to Shore (how Shoreline was named), this scheme looks to re-locate the Interurban Trail into a pathway that winds from edge to edge to create a unique experience as you travel through the site. Fourteen nodes are presented along the way, representing each neighborhood of Shoreline. A Center stage performance space with rotating stage walls is on the southern end of the Park, adjacent to a round restroom. This scheme honors the Ronald Place Bricks, but moves them around to fit into the design scheme. The main plaza space doubles as a water feature when not in use, artistically lit at night, to provide a unique element for visitors along the Aurora Corridor.**

I really like the interesting use of the ronald bricks into an attractive addition. Like the water element. Like the shape and design of elements. Not too wild about the stage. Is there a need here for that?

like: winding pathway (though why are we paying to rebuild an almost-new path?)

dislike: performance stage with rotating walls sounds like a game show, unnecessary, also water feature sounds unnecessary --- this is on Aurora after all

I dislike moving the bricks! I also dislike the lack of trees in this design.

The bricks should not be moved.

I love the curve of the walkway and the spiral/circle. The whole artistic sensibility is really nice.

My choice #1!!!!!!

Looks interesting in the picture. Functionally, I think the IU trail is better off to the side. I do regularly ride my bike on it. I think as a biker, I'd probably prefer the direct route. And as a park visitor, I would not want fast bikes whizzing through the middle of the park as I'm trying to enjoy it. I do not like the 80/20 ratio. It does not look like 80 percent paved in the picture. Need more plants than paving (prefer minimal lawn, more diverse and native plantings much better, with natural character).

Why destroy what little we have left of our dear history? New does not necessarily mean improved. You can't improve perfection.

Like: retaining bricks in place; retaining interurban trail; minimal amount of artificiality; minimizing paved areas. this seems to be the simplest of the options, and the most functional, therefore the most desirable and beautiful.

I really like how organic and flowing this scheme is. I like the idea of the stage and its shape and I like the way the trail snakes along the site. I especially like the idea of the fountain. I appreciate the idea of a water feature - especially if it can be accessed by hot passers-by in the summer.

I like the curves and the flow. I like how it creates a feeling of place more than the walk by feel. Would like more of the trees buffer from the 2nd design. The nodes representing

## Public Response to Online Survey

neighborhoods feels unnecessary and a little silly to me. That idea belongs in a museum, I don't want all the distraction in a park. I don't like lots of signs either.

DITTO ABOVE COMMENTS. CRUMMY IMAGE MAKES IT IMPOSSIBLE TO SEE WHAT THIS REPRESENTS. THANKS FOR NOTHING.

This is my least favorite. Too much pavement and no trees. This park must me mostly trees and grass with only the existing inter-urban trail through the middle. The restroom is a good idea. Additional lighting at night would cost too much money and add light pollution. The park is already lit well at night from the new lighting on Aurora.

I like this design the best, though it changes things the most. I dislike the absence of trees and the use of paving.

Curvy walkways sound pleasant, but practical experience shows that people don't really like walking twice as far to get somewhere if there's not a reason, and I don't see a reason. So, dislike: 1) Proportion of pavement to plantings is too high, and 2) loss of Ronald Place Bricks.

The neighborhoods are already celebrated by the clouds in the city hall.

How's the stage performances to be enjoyed next to a very busy highway? Wasn't that the function of the inside part of the City Hall grounds?

Won't the bricks crumble when moving them around to accommodate this design?

"Visitors along Aurora Corridor" at night?? Would that be attraction/detraction for the motorists or those who walk the streets at night?

The neighborhoods are already celebrated by the clouds in the city hall.

How's the stage performances to be enjoyed next to a very busy highway? Wasn't that the function of the inside part of the City Hall grounds?

Won't the bricks crumble when moving them around to accommodate this design?

"Visitors along Aurora Corridor" at night?? Would that be attraction/detraction for the motorists or those who walk the streets at night?

### Summary:

Dislike moving the bricks.

Like the curves and flow of the space

Would like to see more trees in this design as in scheme #2

Like the idea of water and a fountain

1 comment specifically saying it was their favorite, one specifically stating it was their least favorite.

Don't like the idea of a stage and feel that function is provided by the city hall improvements.

(I feel that the impression is that this is a park and not so much the town center)

Neighborhood representation already reflected by the clouds in city hall.