

# **METRO**polis2030

**RAPID RIDE in Shoreline / Summer Studio 2012  
Department of Architecture / University of Washington**

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### Introduction by Rick Mohler

The METROpolis 2030 summer studio pursued proposals promoting a strong vision for Shoreline Transit Oriented Development (TOD) along the new Metro Bus Rapid Transit (BRT) Rapid Ride 'E' line on Aurora Avenue. At the same time, the studio sought to address the reality of conditions on the ground while being responsive to the concerns and goals of both Metro and the City of Shoreline. While the physical, social, economic and political conditions are challenging, both institutions are committed to positive urban and environmental change and a strong vision for community life in the 21st century. The potential for a fundamental urban transformation of the immediate site and the Aurora Avenue corridor provided participating students an opportunity to explore one of the grand challenges of today, not only as an academic exercise, but as a 'real world' project with civic benefit.

### Site

Following discussions with Dan Eernisse of the City of Shoreline and David Blum of King County Metro Transit, it was determined that the 'Aurora Square' site at 155th Street and Aurora Avenue has enormous potential for long-term TOD and BRT development. The site is bounded by N 160th Street to the north, N155th to the south, Aurora Avenue to the east and the Washington State Department of Transportation Regional Headquarters to the west. It is a vast assemblage of parcels amounting to roughly 30 acres of underutilized suburban retail development.

### Site (cont.)

The 'Westminster Triangle', severed from the balance of the site by Westminster Way and containing several vacant retail structures, is the likely location of the Rapid Ride Transit Center. The Interurban Trail crosses Aurora Avenue at this location via a ramped pedestrian bridge that provides the opportunity to connect the trail to both the site and the BRT.

The two retail anchors of the Aurora Square development are the Central Market grocery store and a Sears department store. Central Market is a popular and bustling high end grocery that draws customers from an extended area. Sears, on the other hand, is marginally performing. A significant portion of the Sears parking lot is a concrete 'lid' covering a vast auto repair and tire facility.

An exciting aspect of the site is its relationship to Shoreline Community College, which is slightly more than a quarter mile west on N 160th Street (soon to be renamed College Way). SCC boasts an enrollment of 10,000 students, nationally recognized public/private industry partnerships and an extensive performing arts program that is the envy of community colleges throughout Washington State. Ironically, the college is largely invisible to the surrounding community and this project strives to address this shortcoming through both design and programming.

### Program

**Transportation** - Bus Rapid Transit Center / Park and Ride / Car Sharing / Bicycle Parking

**Housing** - Student Housing for SCC / Market Rate Housing

**Commercial** - Retail / Restaurant / Commercial Office Space / Bookstore / Cinema

**Performing Arts** - Black Box Theater (to be used by SCC and other organizations)

**Urban Open Space** - Open Space (for shoppers, residents, students, etc.)

### Format

The studio commenced with an intensive week of readings, discussions, presentations, site analysis, documentation and research into the history of the site, the complexities of successfully implementing transit oriented development and sustainable site planning strategies. Week two commenced with preliminary design studies and concluded with a field trip to Portland, OR to tour both urban and suburban TOD projects.

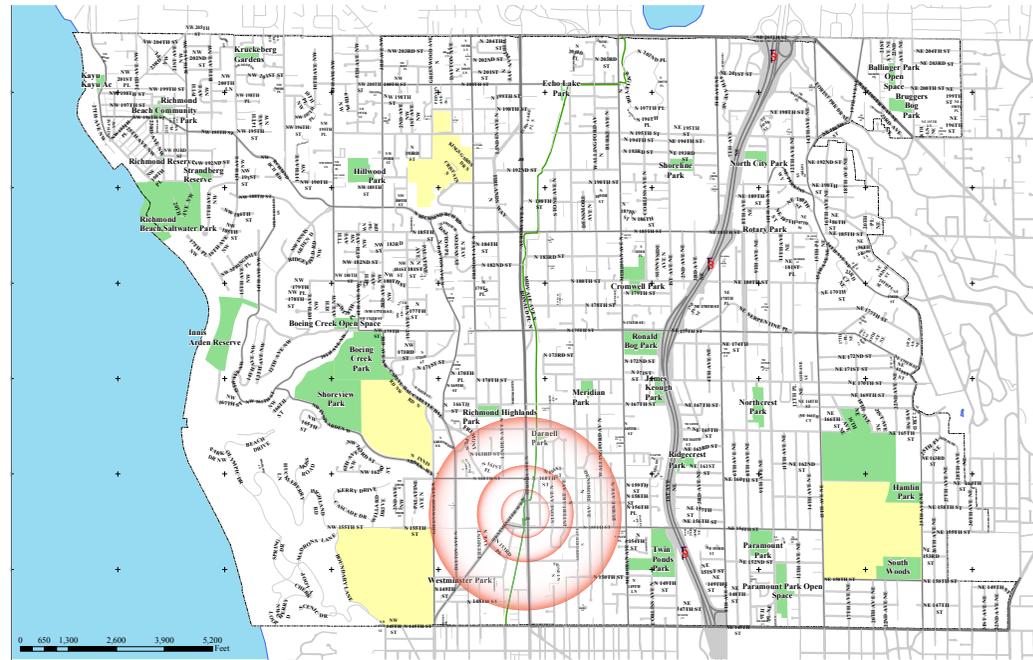
The following four weeks entailed an iterative process of design, critique and research to allow for changes in direction as new discoveries and information came to light. Week seven included the finalization of design work and presentation materials and final presentation. The studio concluded with the production of this document intended for distribution to public agencies, citizen groups and other interested parties.







-  Interurban Trail
-  Right of Way
-  City Limit
-  Park
-  1/4, 1/2, and 1 mile radius
-  Interstate
-  State Route
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Residential Street



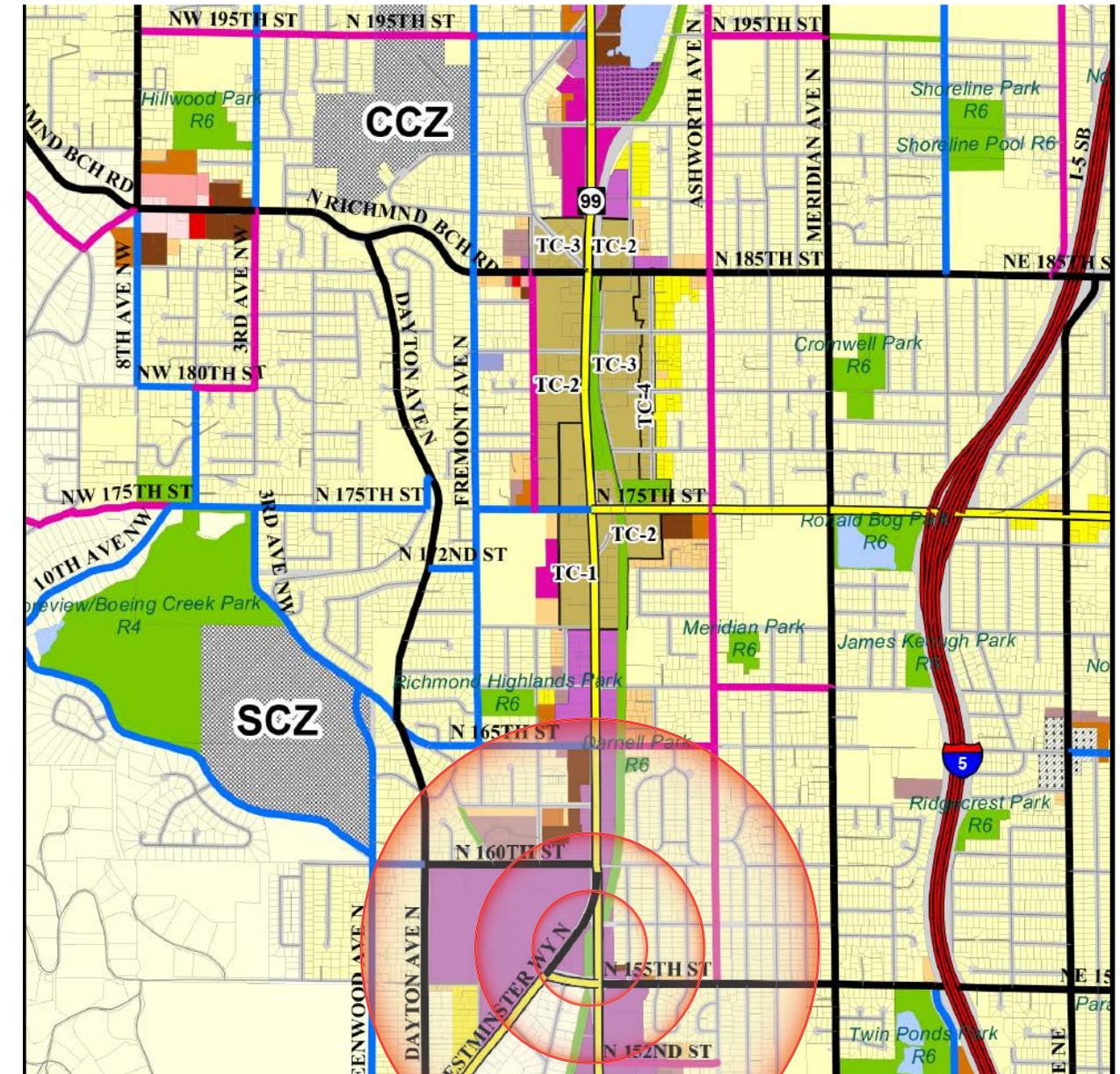
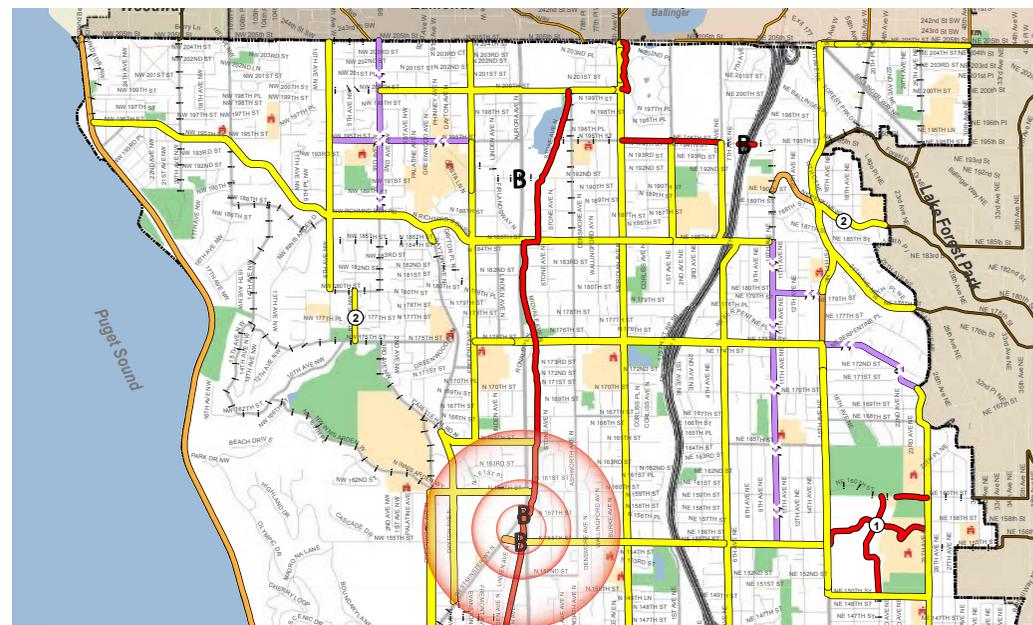
**B** Bicycle/Pedestrian Bridge

**Bicycle Plan Routes:**

-  Designated Bike Lane
-  Separated Path
-  Sharrow Lane
-  Signed Bicycle Route
-  To Be Determined

**Other Cities' Bicycle Facilities/Plan**

-  Existing Facilities
-  Planned Facilities



**Zoning Designations**

-  TC 1-4; Town Center 1 to 4
-  R-48; Residential, 48 units/acre
-  R-24; Residential, 24 units/acre
-  R-18; Residential, 18 units/acre
-  R-12; Residential, 12 units/acre
-  R-8; Residential, 8 units/acre
-  R-6; Residential, 6 units/acre
-  R-4; Residential, 4 units/acre
-  I; Industrial
-  MUZ; Mixed Use Zone
-  MUCZ; Mixed Use Contract Zone
-  PA 2; Planned Area 2
-  PA 3; Planned Area 3
-  C; Campus
-  NCB; North City Business District
-  O; Office
-  CB; Community Business
-  NB; Neighborhood Business
-  CZ; Contract Zone

**Other Map Features**

-  City Boundary
-  Open Water
-  Outside Shoreline
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Neighborhood Collector
-  Local Street
-  Tax Parcel Boundary
-  Park
-  Unclassified Right of Way



STRIP BUILDING



CENTRAL MARKET



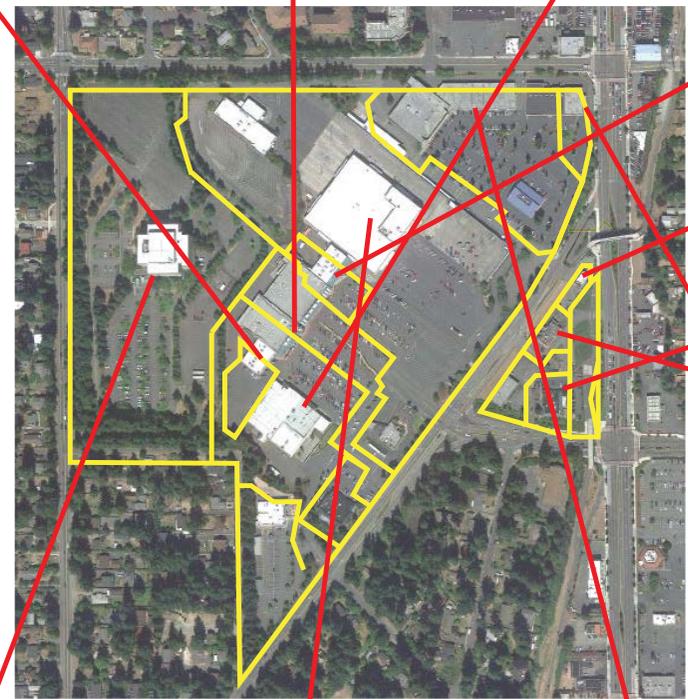
BANK OF AMERICA



STRIP BUILDING



EMPTY BUILDING



DENNY'S



EMPTY BUILDING



WASHDOT



SEARS



MARSHALS

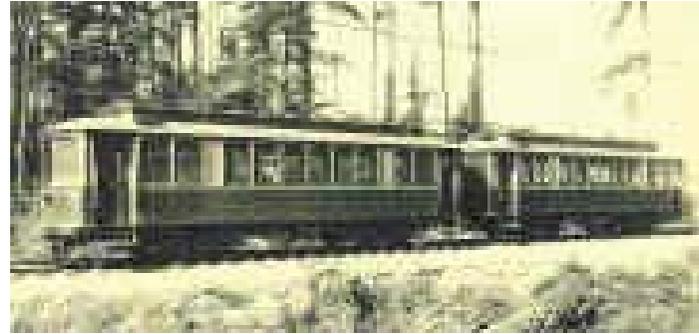
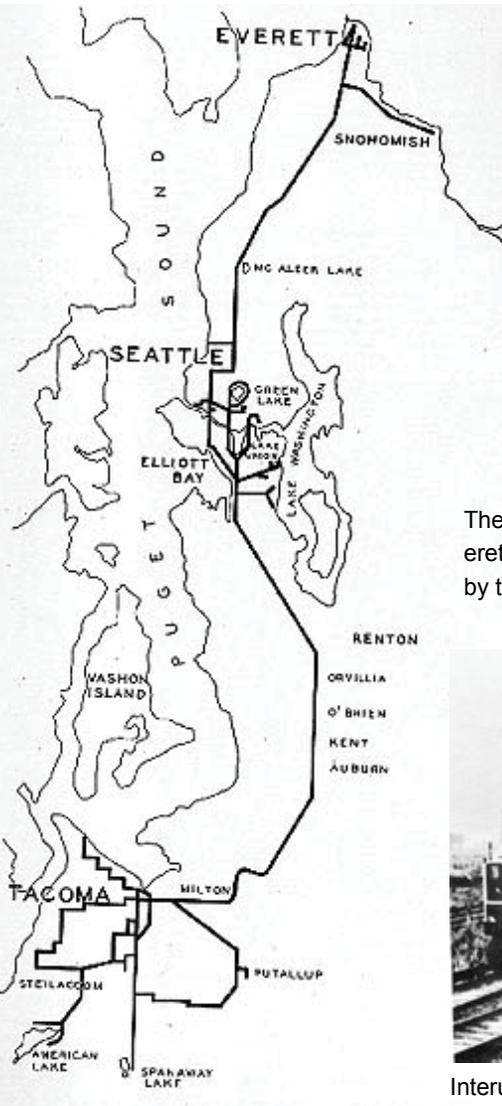


THE PAPER ZONE



ABANDONED DQ





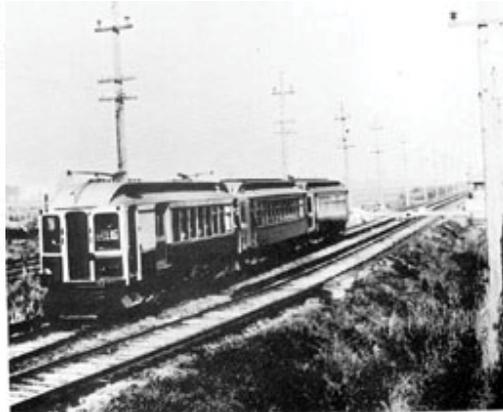
Two American Car Company interurbans in 1907



Seattle-Renton interurban tracks

The Interurban railway ran from Tacoma to Everett from 1907- 1939. It was largely replaced by the automobile.

- Today's interurban trail follows roughly the same path as the historic railway, and acts as a link for pedestrians between Everett and Seattle.



Interurban to Tacoma



car prepares to leave Everett for Seattle, April 30, 1910



Pre Construction



At North 125th looking south



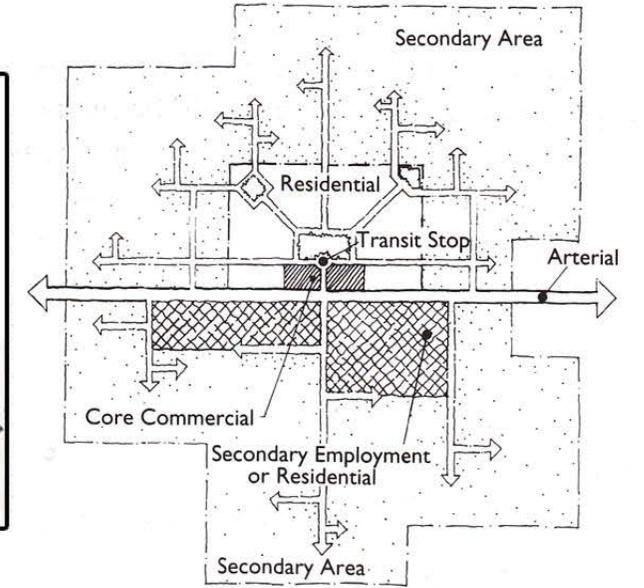
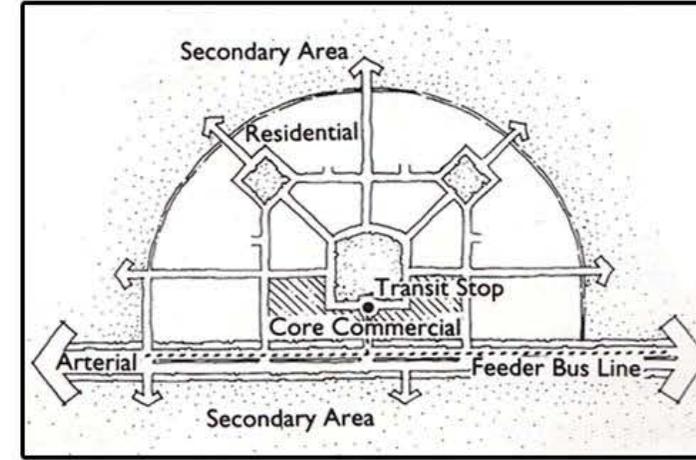
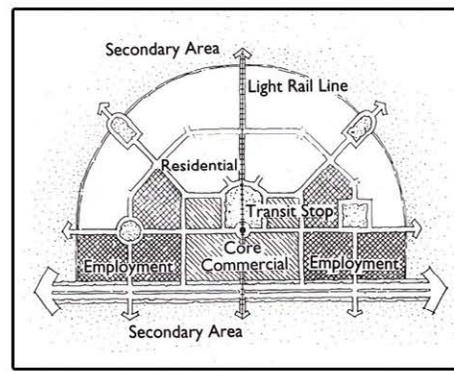
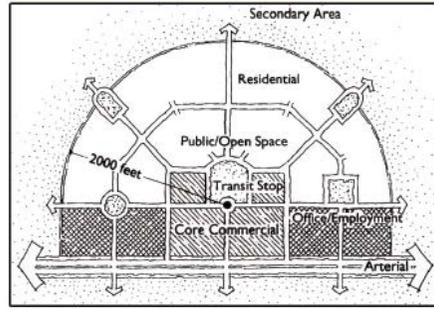
Pre Construction



At North 125th looking south

**TRANSIT ORIENTED DEVELOPMENT**

A TRANSIT ORIENTED DEVELOPMENT IS A MIXED USE COMMUNITY WITHIN AN AVERAGE 2000 FOOT WALKING DISTANCE OF A TRANSIT STOP AND CORE COMMERCIAL AREA.



**MAJOR FEATURES OF TOD ZONES**

CORE COMMERCIAL AREAS

PERMITS MOST RESIDENTS TO WALK OR BIKE FOR SHOPPING  
 PROVIDE A MIXED USE DESTINATION THAT MAKES TRANSIT USE ATTRACTIVE  
 SHOULD BE COMPLEMENTED WITH A PUBLIC PLAZA

RESIDENTIAL AREAS

A MIX OF HOUSING TYPES  
 LOCATED IN 2000 FT RADIUS OF TRANSIT

PUBLIC USES

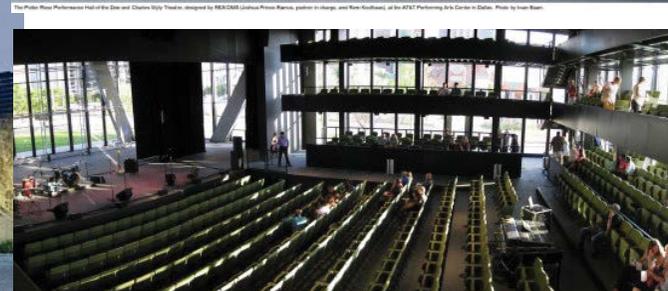
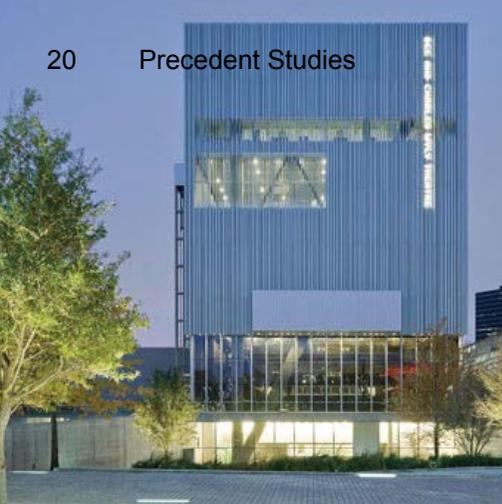
PROVIDE A SENSE OF IDENTITY, COMMUNITY, AND CONVIVIALITY  
 SHOULD BENEFIT A SORT OF CIVIC BUILDING AND/OR PUBLIC FACILITIES

SECONDARY AREAS

NO FURTHER THAN ONE MILE FROM THE CORE COMMERCIAL AREA  
 MULTIPLE DIRECT STREET AND BICYCLE CONNECTIONS TO TRANSIT STOP  
 LOWER DENSITY HOUSING, PUBLIC SCHOOLS  
 LARGE COMMUNITY PARKS, PARK AND RIDE LOTS  
 MORE AUTO ORIENTED

**THE PRINCIPLES OF TOD**

- COMPACT AND TRANSIT SUPPORTIVE GROWTH ON REGIONAL BASIS
- COMMERCIAL, HOUSING, JOBS, PARKS AND CIVIC USES IN WALKING DISTANCE OF TRANSIT STOP
- PEDESTRIAN-FRIENDLY STREET NETWORK CONNECTING LOCAL DESTINATIONS
- MIX OF HOUSING TYPES, DENSITIES AND COSTS
- QUALITY OPEN SPACE
- ORIENTATION OF BUILDINGS AND NEIGHBORHOOD ACTIVITIES TO PUBLIC SPACES
- ENCOURAGE INFILL AND REDEVELOPMENT ALONG TRANSIT CORRIDORS



WYLY THEATER:  
AT&T PERFORMING ARTS CENTER

LOCATION: DALLAS, TEXAS  
ARCHITECT: REX / OMA  
YEAR: 2009

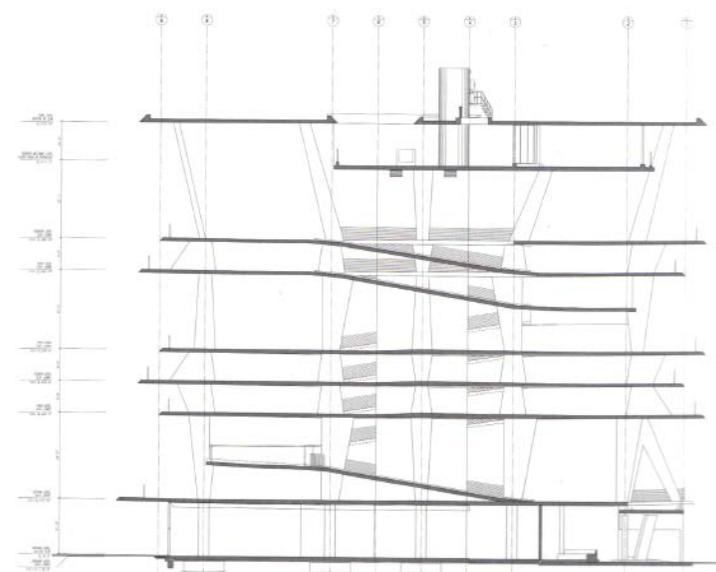
PROGRAM:  
+LOBBY  
+CAFE  
+BAR  
+PERFORMANCE SPACE  
+BLACK BOX THEATER  
+PRODUCTION SPACES  
+OFFICES  
+REHEARSAL SPACES

AREA: 7,500 S.M.  
CAPACITY: 575 SEATS

THE WYLY THEATER MAINTAINS A SMALLER FOOTPRINT BY MIXING AND STACKING PUBLIC, PERFORMANCE, AND BACK OF HOUSE FUNCTIONS. SECTIONAL CHANGES ALLOW FOR VIEWS AND MOVEMENTS BETWEEN PROGRAM ELEMENTS.



Estructura optimizada / Optimized structure



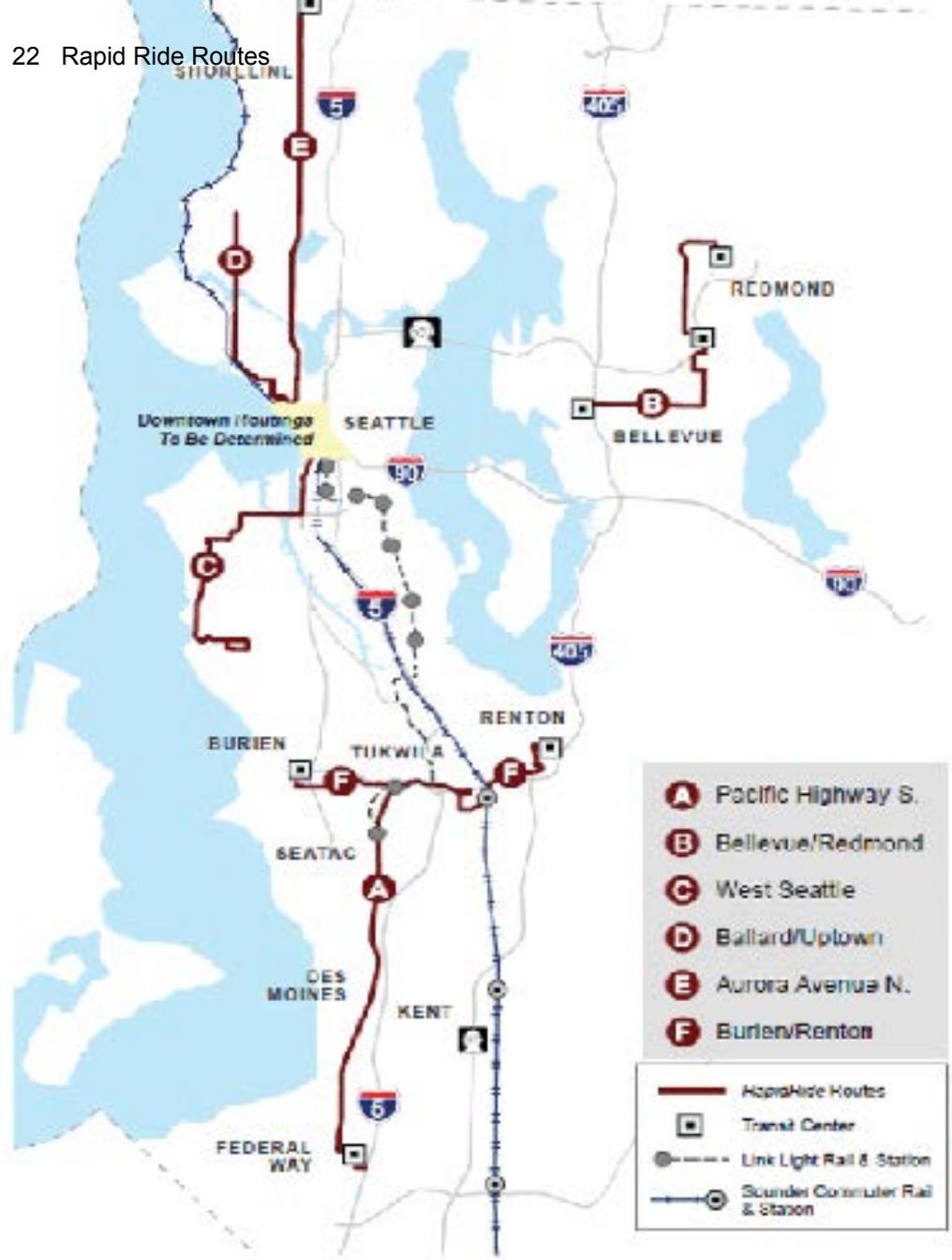
Sección transversal Este-Oeste 626 / Cross section East-West 626

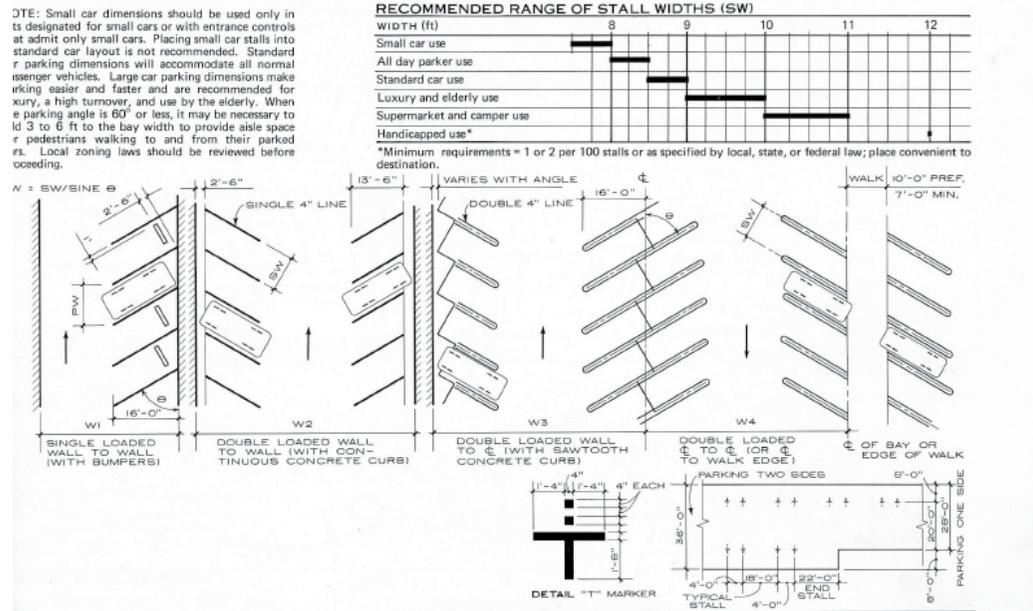
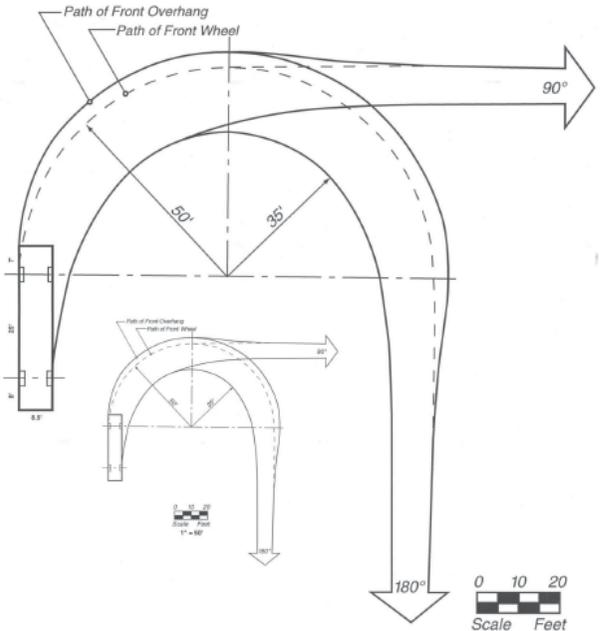
1111 LINCOLN ROAD

LOCATION: MIAMI, FLORIDA

ARCHITECT: HERZOG DE MEURON  
YEAR: 2010

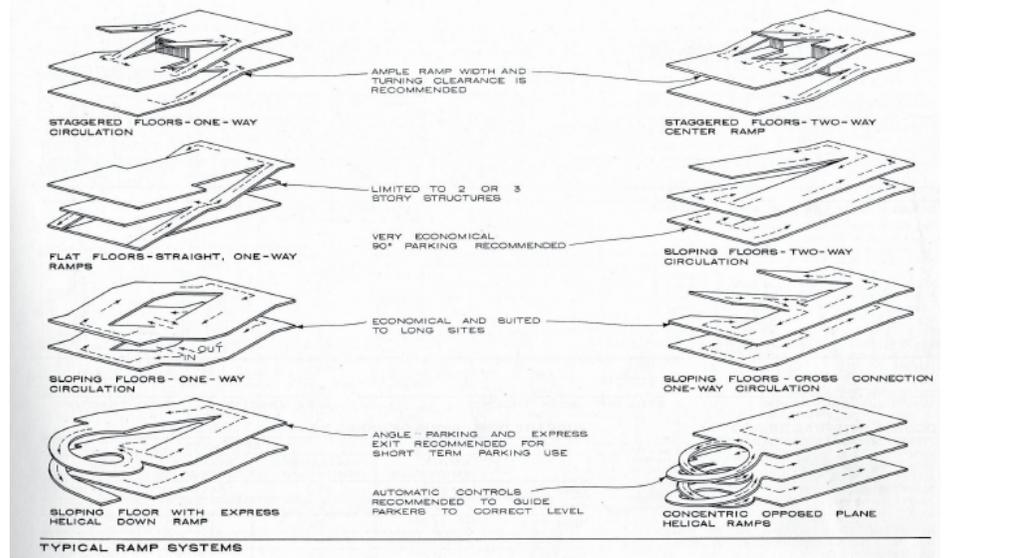
PROGRAM:  
+PARKING  
+RETAIL  
+RESIDENTIAL





STANDARDS FOR PARKING:

- SURFACE PARKING
- PARKING GARAGES



Seoul, Korea



## KARLAN BREKNE

Boulevard, Square and Neighborhood

This proposal encourages a more robust use of the Aurora Square site through the creation of a mixed use, transit oriented community. An essential goal of the project is to establish a clear and hierarchical site organization by way of a street grid, blocks and open spaces that segregates vehicular traffic, pedestrians and bicyclists. The resulting organization allows the site to be developed as three distinct neighborhoods each with its own identifiable public open space.

The main spine anchors the project and extends from the northwest corner of the site through the existing Sears building and across Westminster Way to the Joshua Green Triangle at the western edge of the site on Aurora Avenue North. The spine establishes a presence for Shoreline Community College on Aurora Avenue while creating a varied and pleasant experience for students and other pedestrians moving through the site toward the college. The black box theater and classrooms would occupy two buildings that flank the transit plaza adjacent to the BRT transit center on Aurora Avenue North. The spine extends from the plaza through a series of pedestrian oriented retail spaces, cafes, bars and restaurants in the direction of the college. Two buildings at the midpoint of the spine -the college bookstore and neighborhood community center- form a 'town and gown' focal point for the new development. Flanking the pedestrian spine are two boulevards that integrate vehicular, bicycle and pedestrian movement.

To the north and south of the spine and boulevards are two distinct neighborhoods', each with its own public open space that provides for a very different character. The residential district is to the south and is focused on a park located along the south boulevard. The park, which is wooded and includes a large bioswale, is enfronted by the neighborhood community center. The commercial neighborhood to the north of the spine is a commercial and retail environment that is focused on the retail piazza. The piazza is atop the single story parking garage, with entrances along 160th and Aurora.



Transit & College Extension Plaza

**Key**

- 1 - Transit Stop
- 2 - College Extension
- 3 - College and Black Box Theater
- 4 - College, Retail & Office
- 5 - Retail & Office
- 6 - Cinema & Office
- 7 - Residential & Office
- 8 - Residential Park
- 9 - Retail Piazza

Program	Square Footage
College Extension	731,120
Hotel	108,720
Office	606,880
Parking	885 Stalls (354,078)
Residential	841 Units (841,080)
Retail	729,437
<b>Total</b>	<b>3,371,315</b>

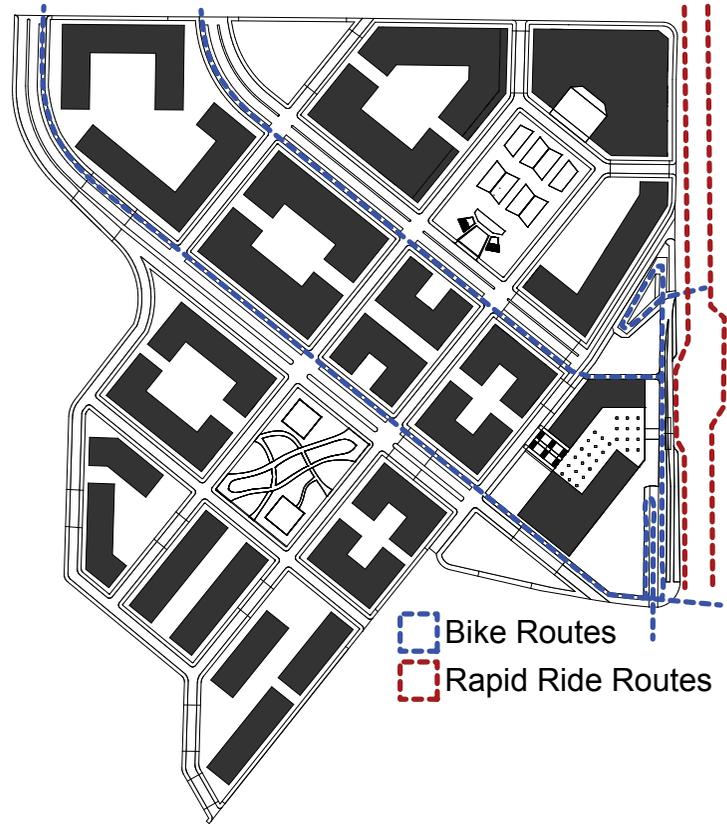


Scale - 1" = 100'



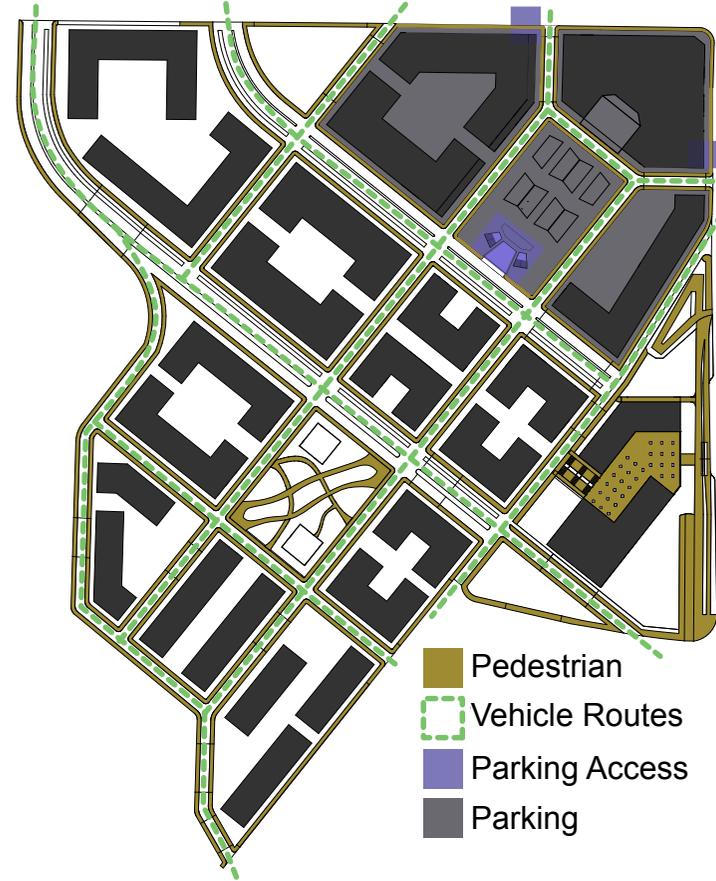
Vicinity Site Plan

### Bus & Dedicated Biking Routes



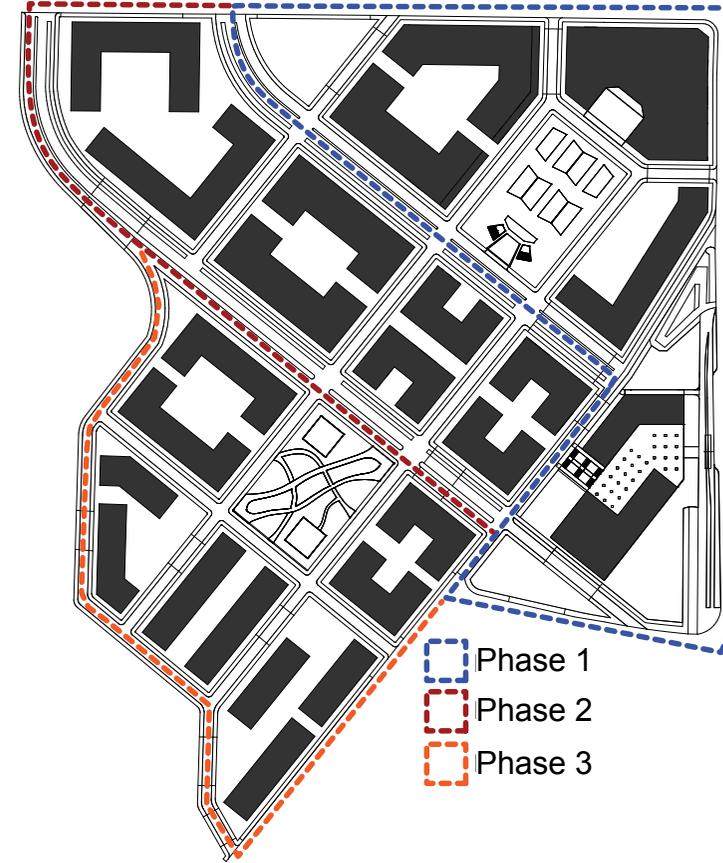
- Bike Routes
- Rapid Ride Routes

### Car & Pedestrian Circulation



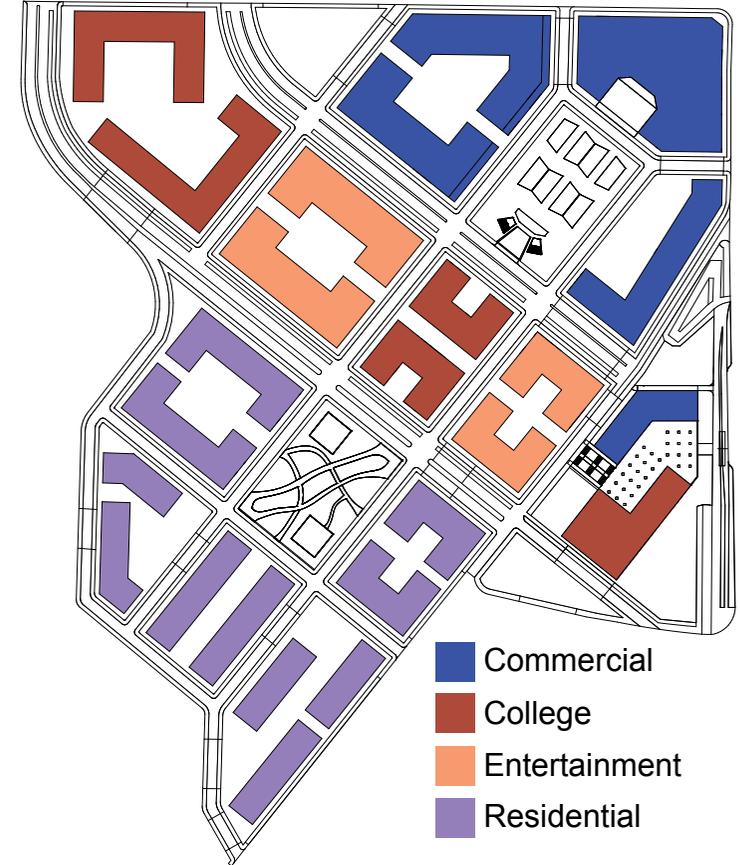
- Pedestrian
- Vehicle Routes
- Parking Access
- Parking

### Site Construction Phases



- Phase 1
- Phase 2
- Phase 3

### Dedicated Building Zones



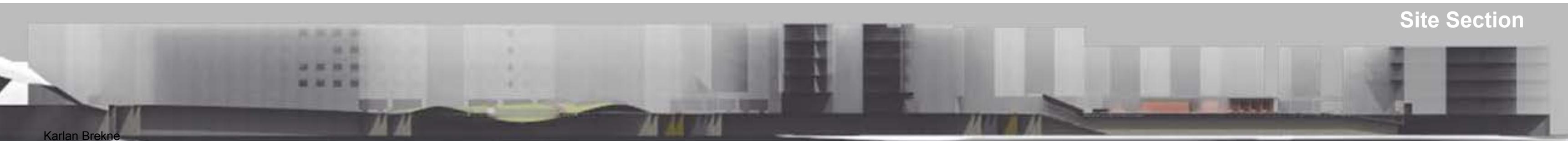
- Commercial
- College
- Entertainment
- Residential



Residential Park



Commercial Plaza



Site Section

## LAWRENCE CHUNG

### *The New Urban Oasis*

“You can neither lie to a neighbourhood park, nor reason with it. ‘Artist’s conceptions’ and persuasive renderings can put pictures of life into proposed neighbourhood parks or park malls, and verbal rationalizations can conjure up users who ought to appreciate them, but in real life only diverse surroundings have the practical power of inducing a natural, continuing flow of life and use.”

— Jane Jacobs, *The Death and Life of Great American Cities*

### Project Data

Office Area = 290,956 sq. ft.

Retail Area = 597,051 sq. ft.

Classroom Area = 42,914 sq. ft.

Community Center = 80,550 sq. ft.

Cinema/Blackbox = 305,520 sq. ft.

Residential Units = 600 units

Student Housing = 800 units

Hotel = 1,852,000 sq. ft.

Parking Count = 640 spaces

This re-design of Aurora Square proposes to use the BRT station as a catalyst to transform the area from urban desert to urban oasis. To encourage redevelopment, the proposed BRT station is sited on Westminster Way North and serves as an interchange terminus for Metro’s BRT and Swift BRT. This location allows commuters to experience an enhanced sense of arrival and offers them the occasion to visit the site. Due to the site’s proximity to the Interurban Trail, the ease of accessibility should be given first to pedestrians and cyclists.

The site is subdivided into four developmental phases. Phase 1 is the home of the future BRT station and consists of a hotel, bicycle garage, gym, bookstore and a major parking structure. Cyclists will have the option to either continue on the Interurban Trail by cycling ‘through’ the hotel which extends above the bike path (where they can overlook people exercising in the gym) or travel to the bus station. The bus station offers ample seating areas and serves as a ceremonial entrance to the site. To the west of Westminster Way is the urban plaza. Pedestrians and cyclists have the choice of traveling through the plaza or green street corridor to SCC. The plaza is above a two-level underground parking garage with more than 500 stalls surrounded by ground level retail. Condominium units and commercial office space occupies the upper levels of the buildings surrounding the plaza. Natural light penetrates the garage by way of a generous atrium opening in the center of the plaza.

Phase 2 occupies the existing Sears building and proposes a cinema, black box theater and various business incubator units in this location. The footprint of the Sears building has been reduced to allow the south side of the building to align with Central Market to create a unified storefront with improved accessibility. Phase 3 includes student housing, additional classrooms for SCC and a community center. With adequate market demand, Phase 4 will provide different types of market rate housing and additional retail and office spaces to provide additional employment and convenience for future residents.

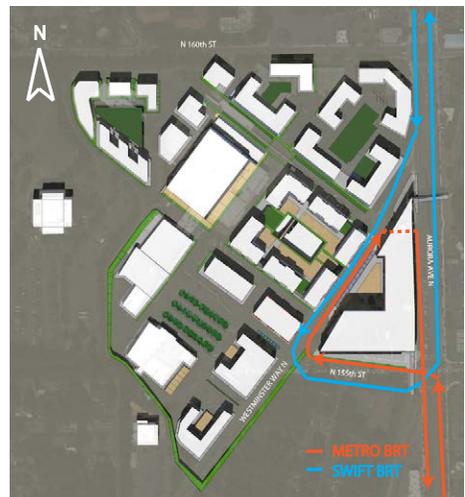
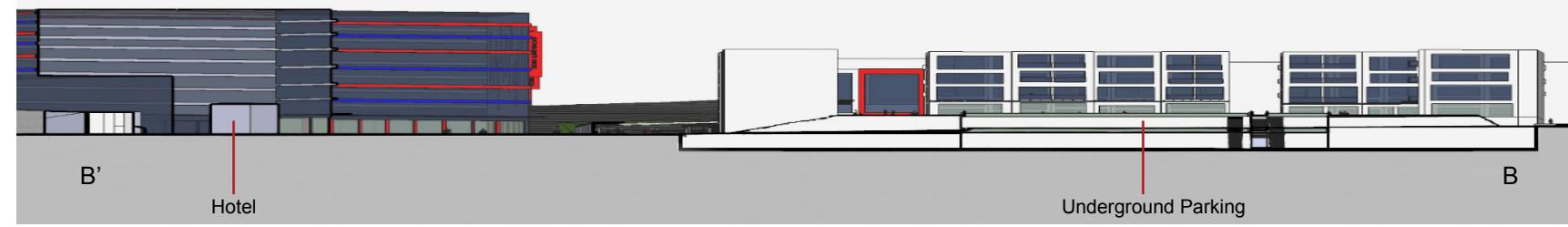




Site Plan



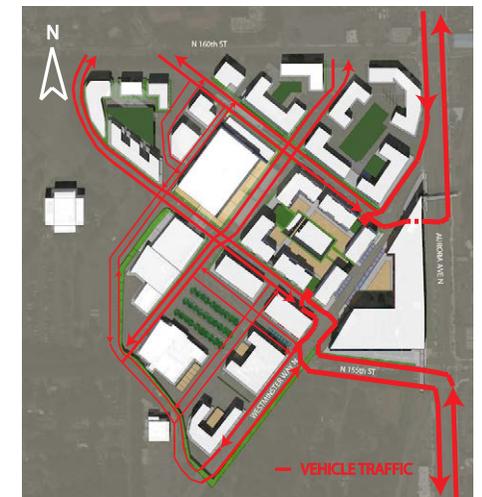
**Phase Plan**  
 Phase 1: hotel + bookstore + gym + bike garage + parking structure + urban plaza  
 Phase 2: cinema + blackbox theater + business incubators  
 Phase 3: student housing + community center + classrooms  
 Phase 4: market rate housing + retail + offices



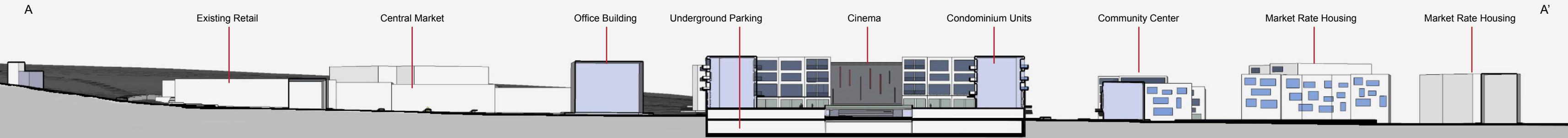
Bus Circulation



Bicycle Circulation



Vehicle Circulation



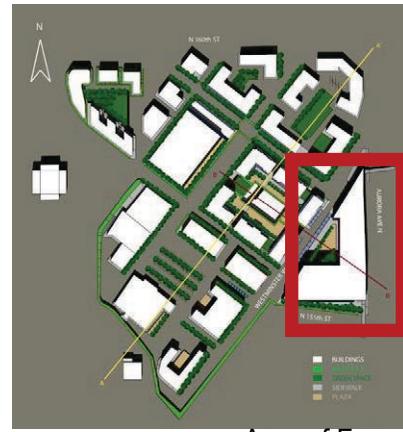
A

A'



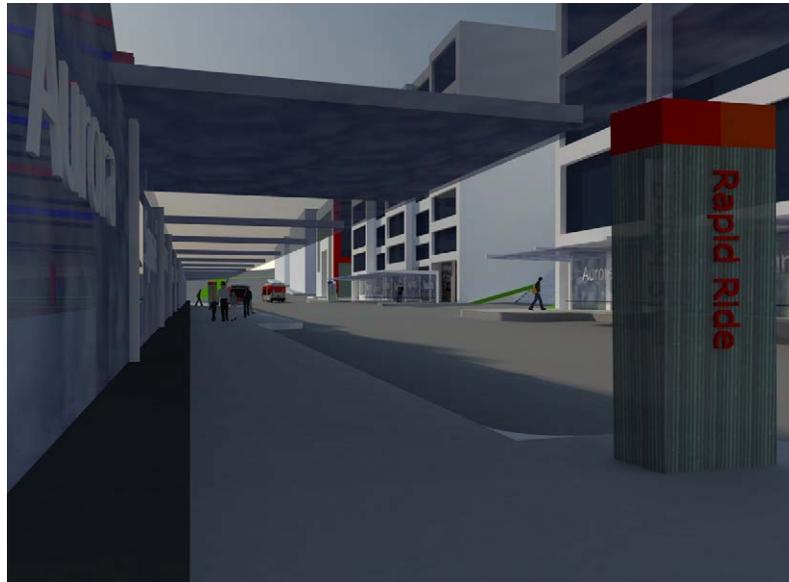
Ground Level Retail

BRT Station - South Entrance



Area of Focus

BRT Station - North Entrance

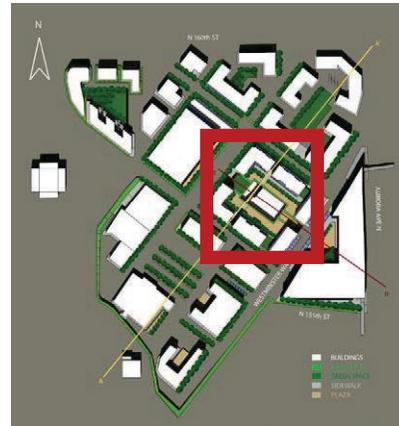


Aerial View of Phase 1



Green Street Corridor

Cinema



Area of Focus

Eye Level View of the Plaza



Aerial View of the Plaza

## ALIREZA HASHEMLOO

Shoreline Start-Up

"...frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the users of a neighbourhood."

Jane Jacobs,  
The Death and Life of Great  
American Cities

Providing a pedestrian friendly environment at the block, street and building scales is an essential priority of the Shoreline Startup proposal. Inspired by the block scale found in downtown Portland, the project employs a 200 foot dimension as the ideal pedestrian-friendly block size. The project also considers all streets as essential public open space by including 12 foot wide sidewalks and designated 4 foot wide bicycle paths on every street in both directions. As a result, all streets offer the essential urban infrastructure for a non-vehicular network in addition to the regular lanes for vehicles.

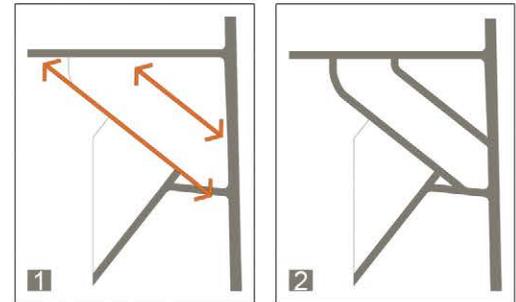
The block structure is established by first extending two major streets connecting 166<sup>th</sup> Street, Westminster Avenue and Aurora Avenue North in the northwest/southeast directions. Next, a series of secondary streets are extended in the perpendicular direction to complete the basic block structure. The resulting street typology establishes a clear hierarchy of urban experience varying from primary boulevards to pedestrian paths.

The plan is zoned to provide a central armature of mixed-use cultural and commercial activities flanked by commercial and residential uses to the north and south respectively. A central pedestrian spine connects the transit center on Westminster Avenue to the central mixed-use activities and through to the student housing block and community college shuttle stop at the north-west corner of the site. A sequence of public open space on every other block along this axis creates a dynamic rhythm of open and closed urban spaces.

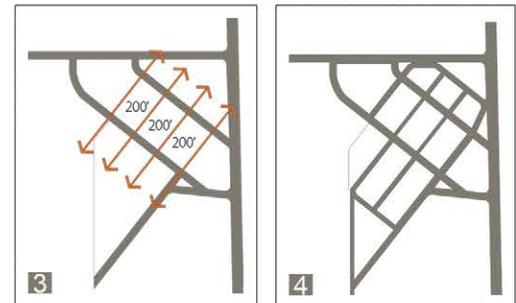
Following the essential principles of transit oriented design, the transit center is linked to the core commercial zone, which includes ground floor retail, theater, cinema and hotel making the transit center both a node and hub. Transit center parking is provided in a parking structure with ground floor retail adjacent to the transit center, which allows parking to be leveraged for nighttime use by the theater and cinema.



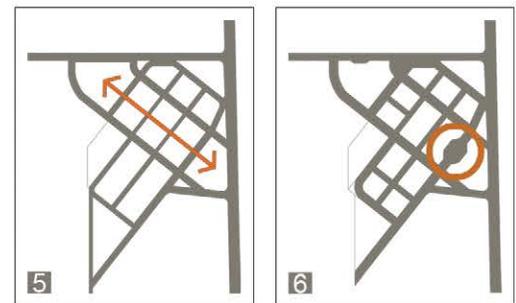
PERSPECTIVE: BOULEVARD, BUS STATION AND CORE COMMERCIAL BUILDINGS



EXTENDING THE CURRENT TWO MAIN STREETS TO 166TH ST AND AURORA



APPLYING THE DIMENSION OF A 200 FEET PEDESTRIAN FRIENDLY BLOCK

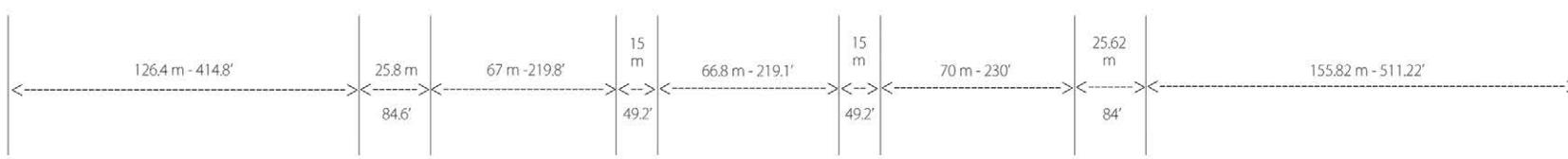
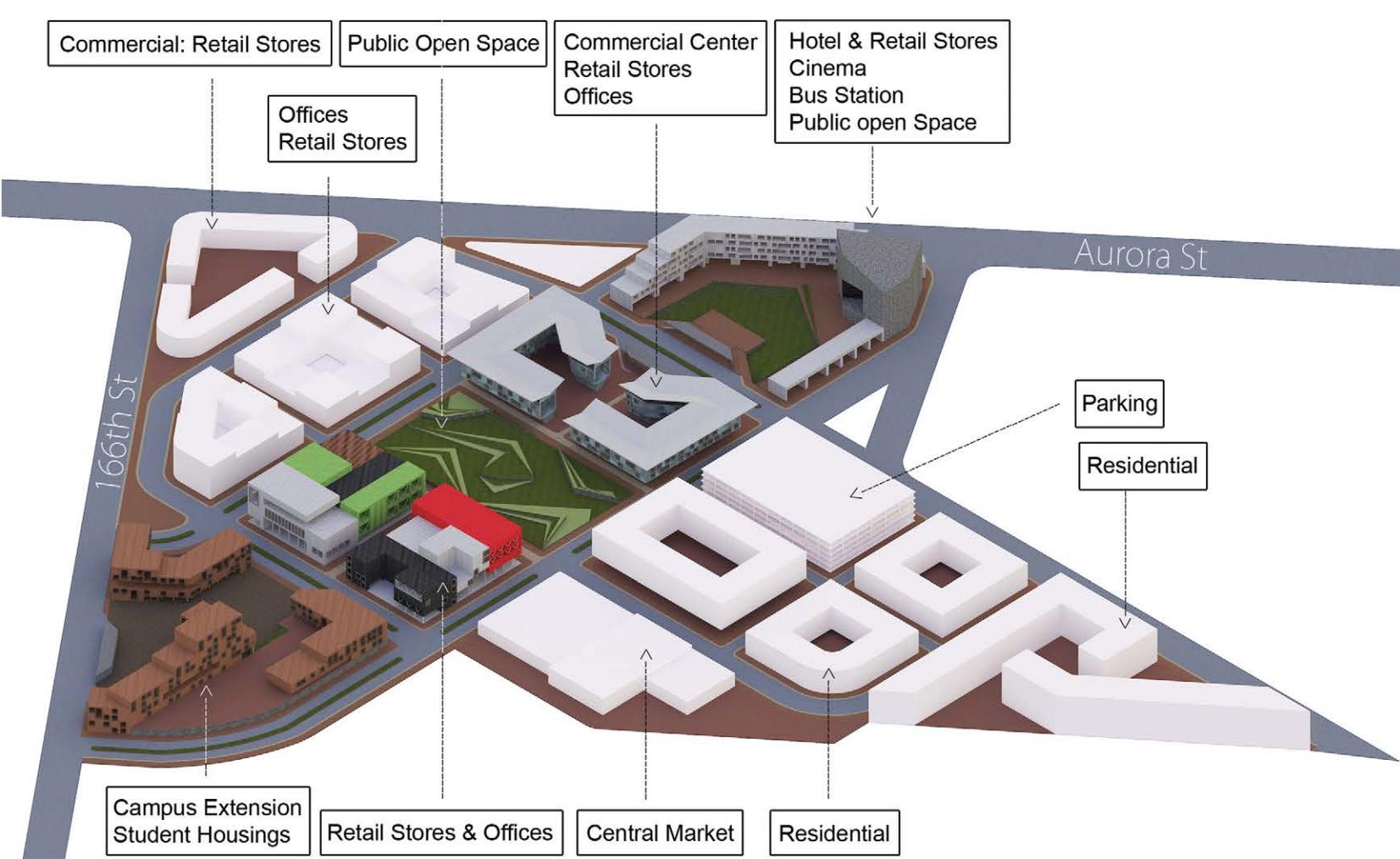


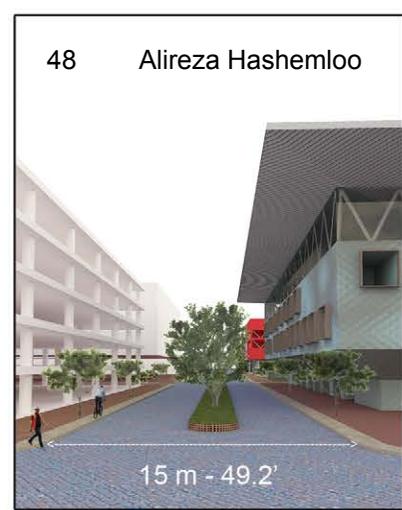
A CENTRAL AXIS LINKS THE BLOCKS CREATING INTIMATE PEDESTRIAN ZONE.

SHORELINE CINEMA



PERSPECTIVE: HOTEL, CINEMA, RETAIL STORES AND PUBLIC SPACE





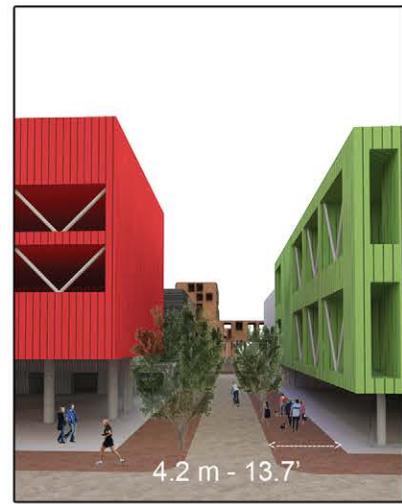
15 m - 49.2'

Street Type A:  
Main Boulevard



4.2 m - 13.7'

Street Type B:  
Intimate Pedestrian



4.2 m - 13.7'

Street Type C:  
Intimate Pedestrian



6m - 20'

Street Type D:  
One way Secondary Street



PERSPECTIVE: OFFICE BUILDINGS ALONG THE BOULEVARD



PERSPECTIVE: CENTRAL PARK LOCATED IN THE INTIMATE PEDESTRIAN ZONE

## DANIEL KIM

Shoreline Connection

"Architecture is most appealing with simple lines and clear ideas. A city, on the other hand, becomes alive when it is rich with experiences and surprises. So the paradoxical challenge is to simultaneously create simplicity and variety, diversity and coherence. In other words, to create a city in the building"

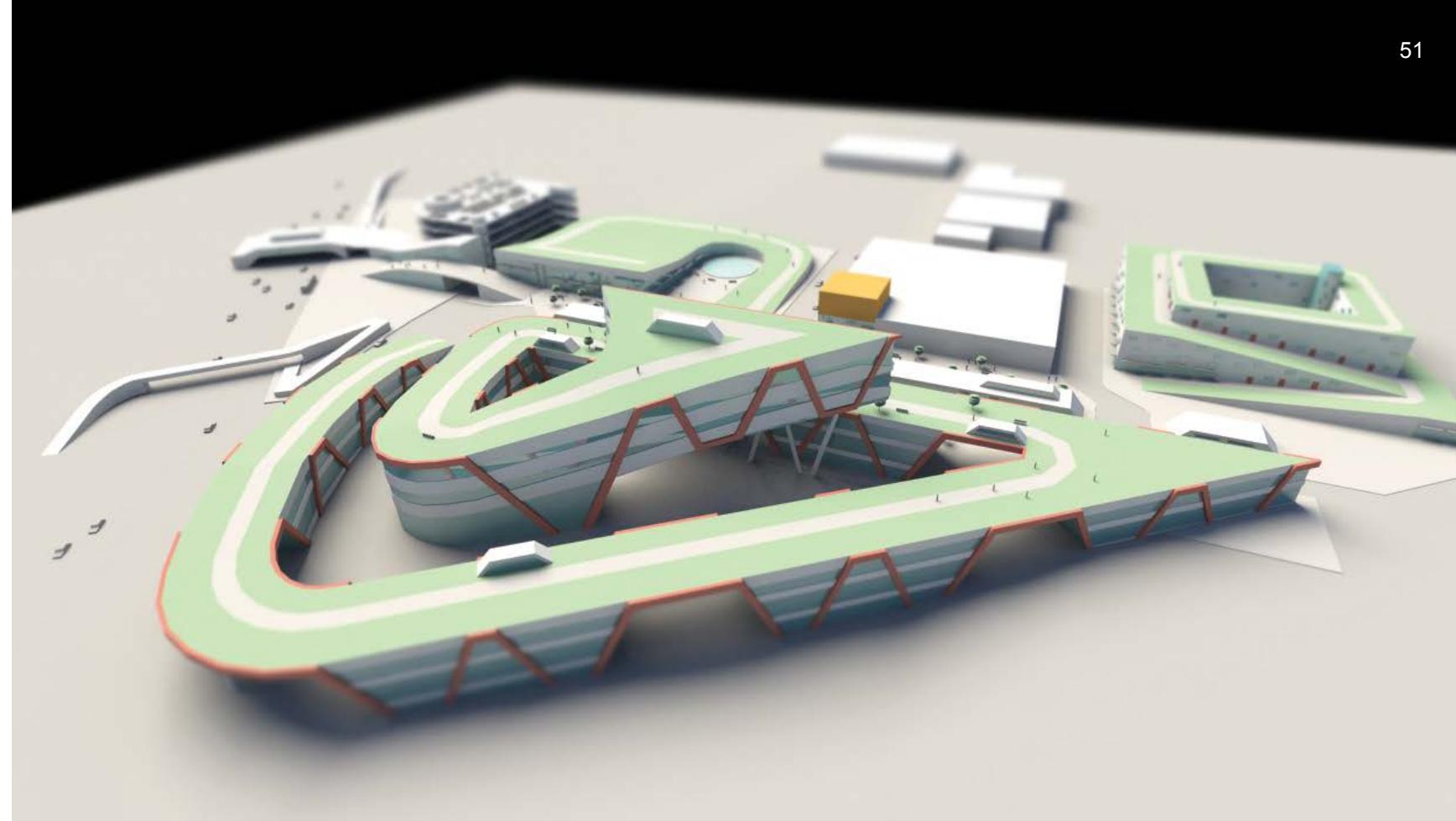
-Bjarke Ingles

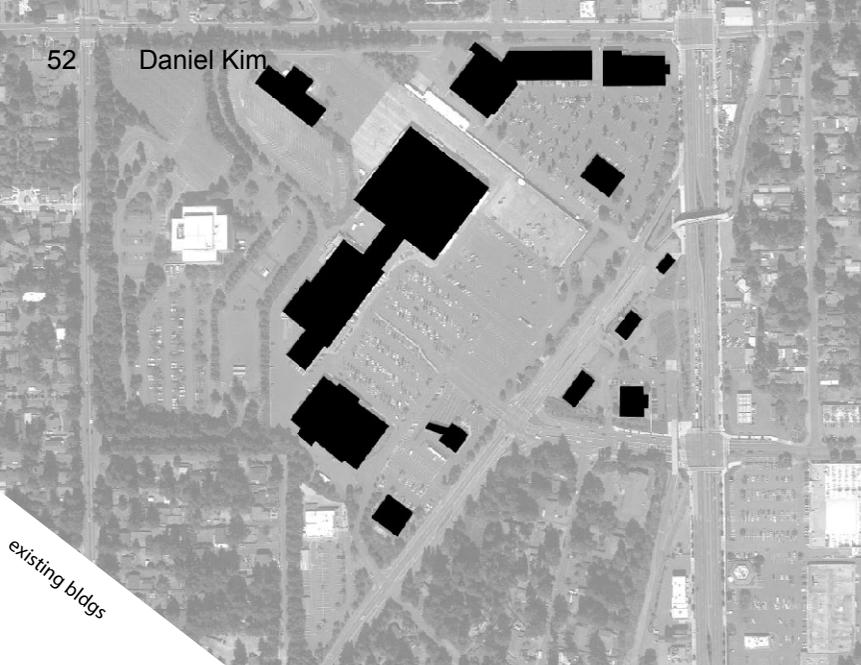
The existing site is characterized by a disproportionate amount of parking relative to the number of structures that occupy it. This desert of asphalt, a remnant of the past when big box retail was a prominent and successful component of suburbia, is in dire need of urban redevelopment. This proposal strives to address this issue by exploiting the aspects of the site that display potential while establishing a strong connection between the Interurban Trail, the BRT station and Shoreline Community College.

The design builds upon the dual level 'boulevard' that is implied by the two levels of construction along the northeastern edge of the existing Sears building. The design extends these two levels to the transit center and elevated bikeway on Aurora Avenue North. The transit center, with stations on each side of Aurora, includes a glazed pedestrian bridge across the busy street that also connects to the two-level Boulevard.

A series of mixed-use 'hybrid' buildings that are proposed along the two-level boulevard are designed to engage both levels while providing pedestrians and cyclists additional green pathways that extend from the boulevard both horizontally and vertically in multiple directions. These paths access residential units, community spaces and outdoor recreational spaces that are found on multiple levels. In so doing, the proposal confounds the typical relationship between street, pathway and building by integrating all three in a pedestrian and bicycle paradise.

To the south of the boulevard, Central Market and the retail uses that surround it are left intact for the foreseeable future. The NE corner of the site is occupied by a single, continuous structure that creates a continuous street edge with retail spaces along the ground level. Programs layered on top of the retail include office, residential units, hotel and gym.

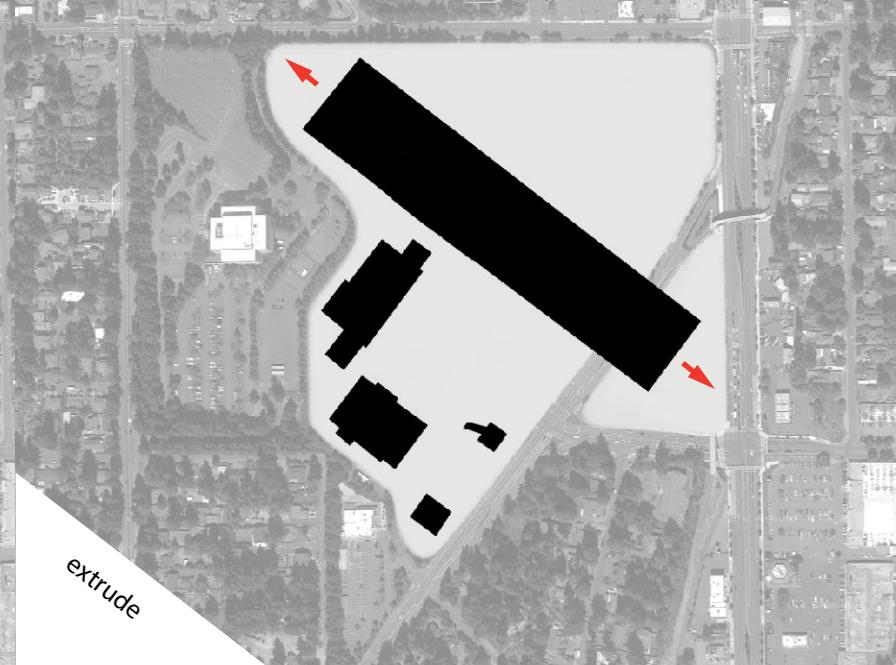




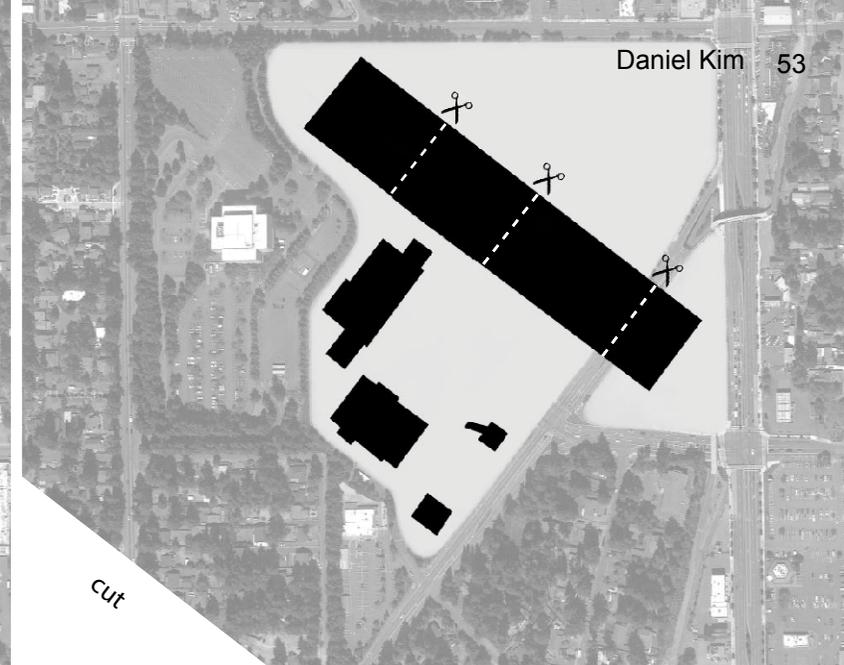
existing bldgs



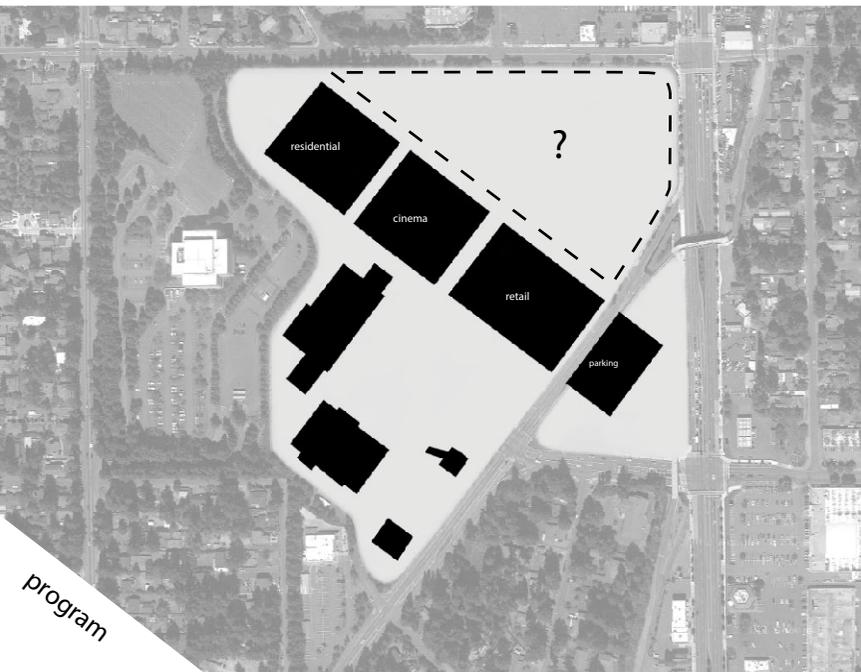
demolition



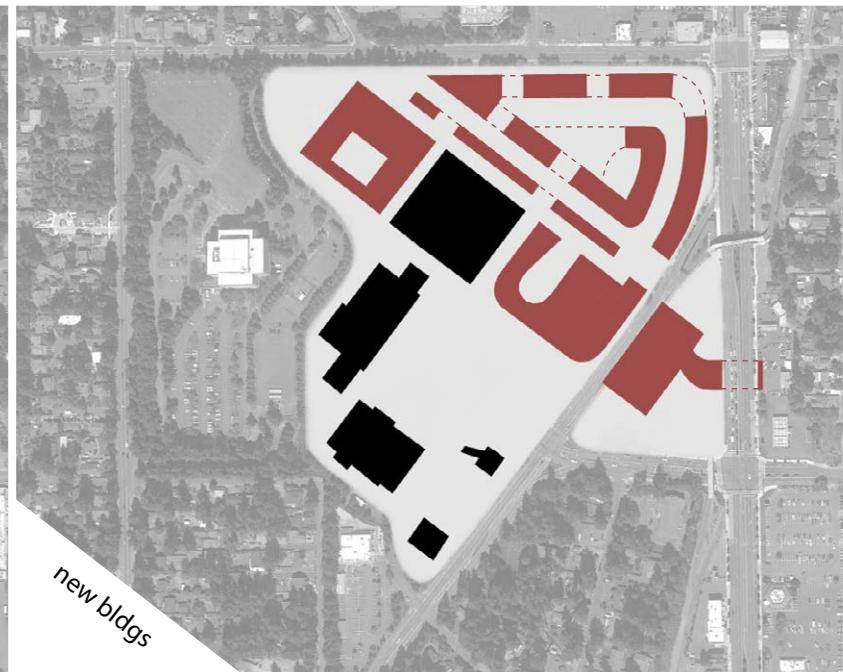
extrude



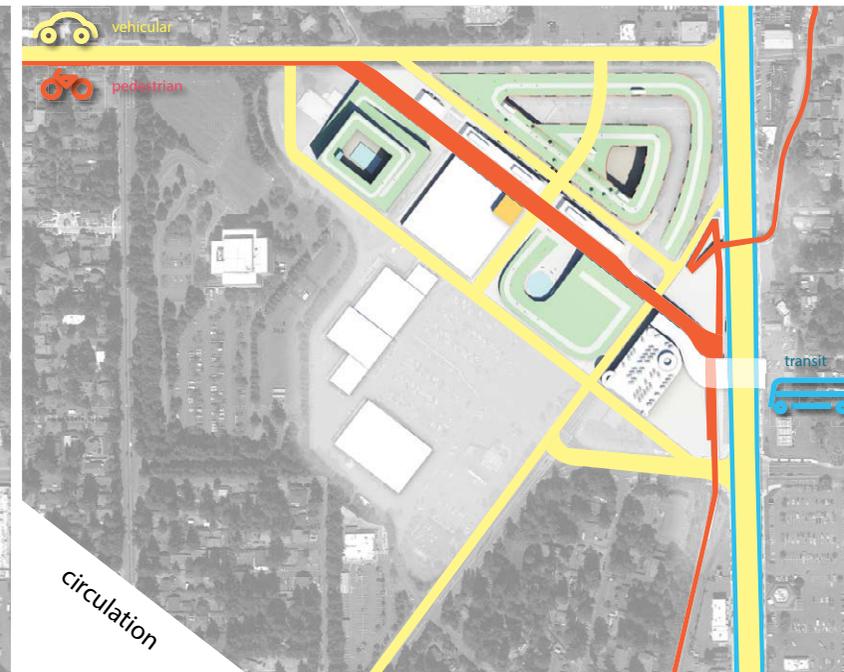
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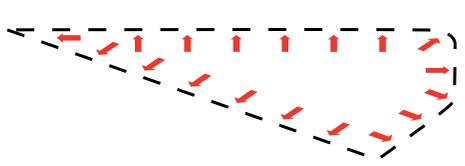
program



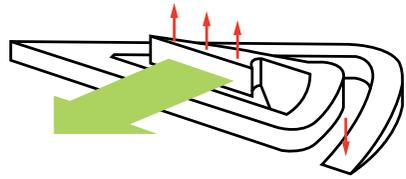
new bldgs



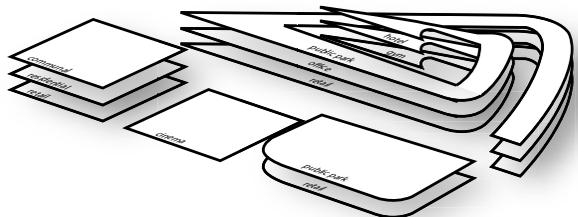
circulation



street edge

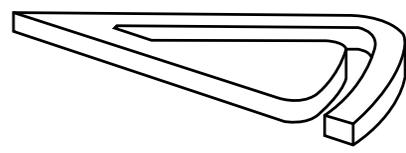


modify

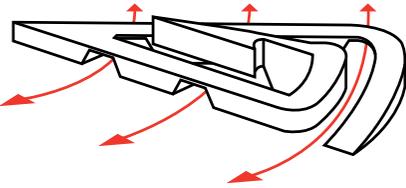


layering

massing



burrow



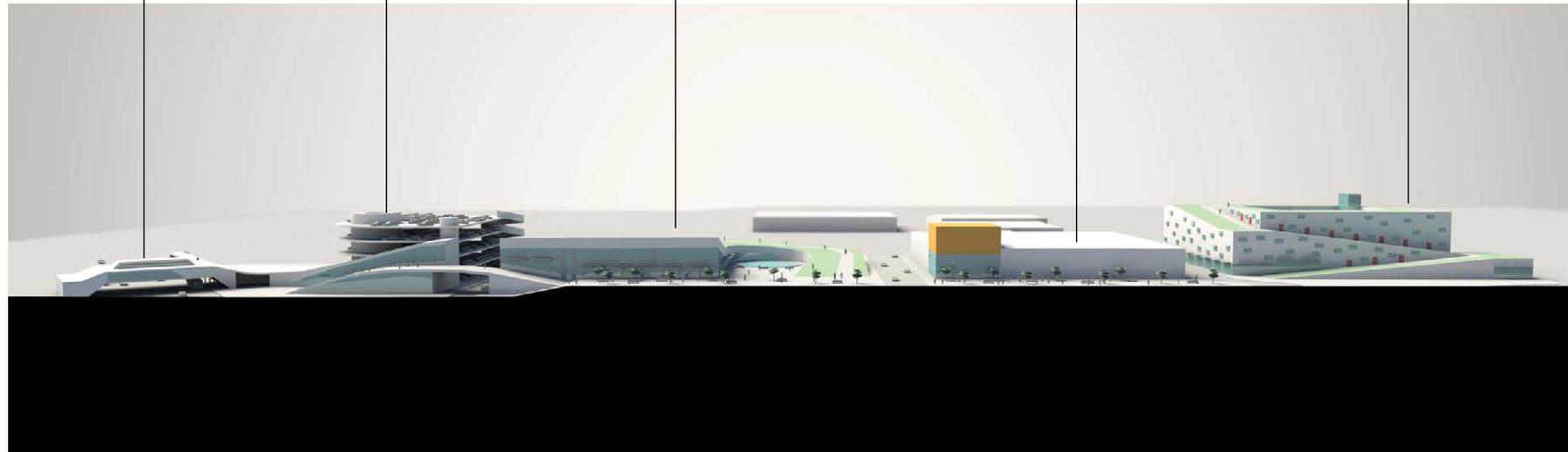
transit

parking

retail/park

cinema

apartments



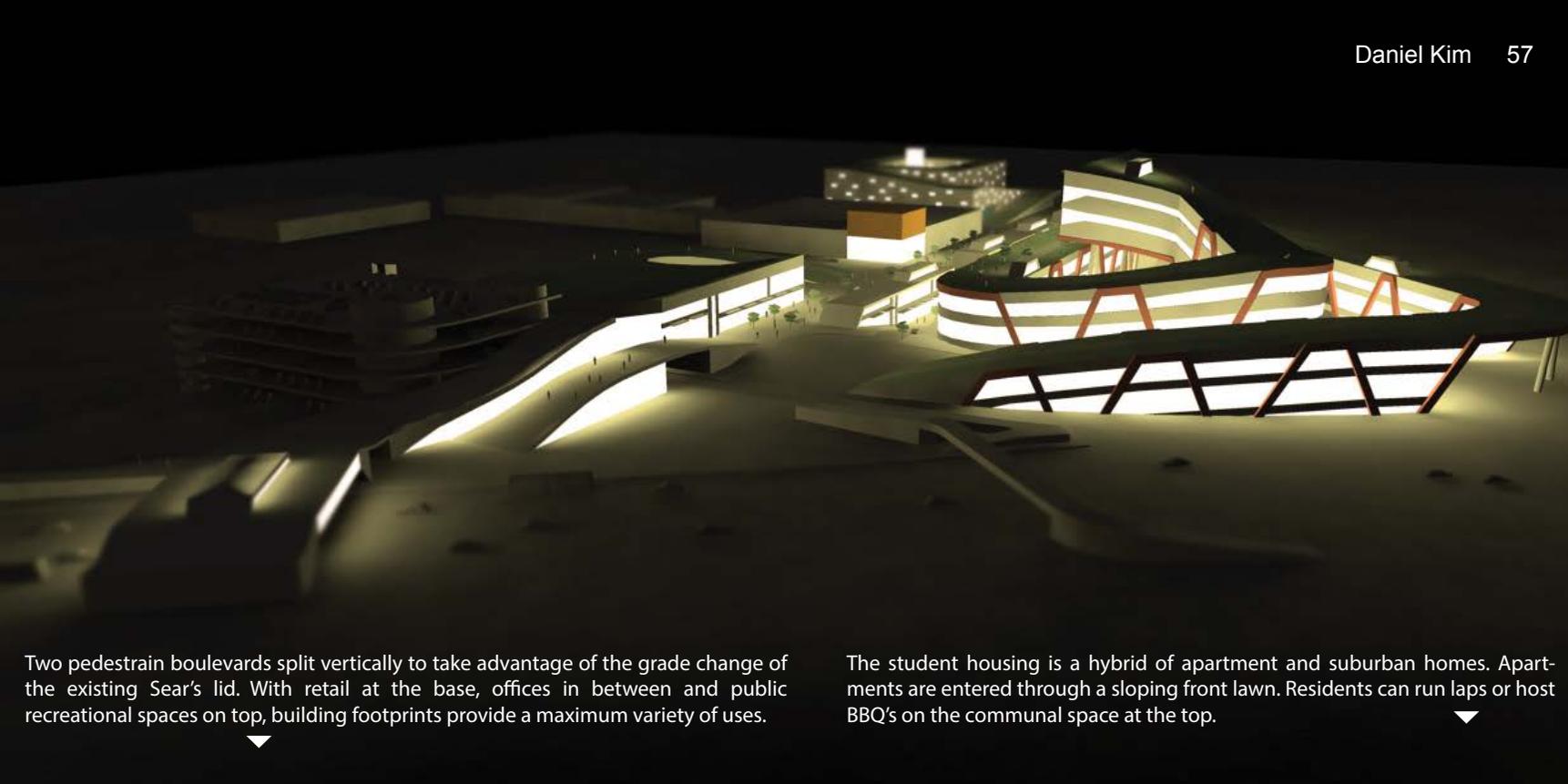
office/retail

hotel



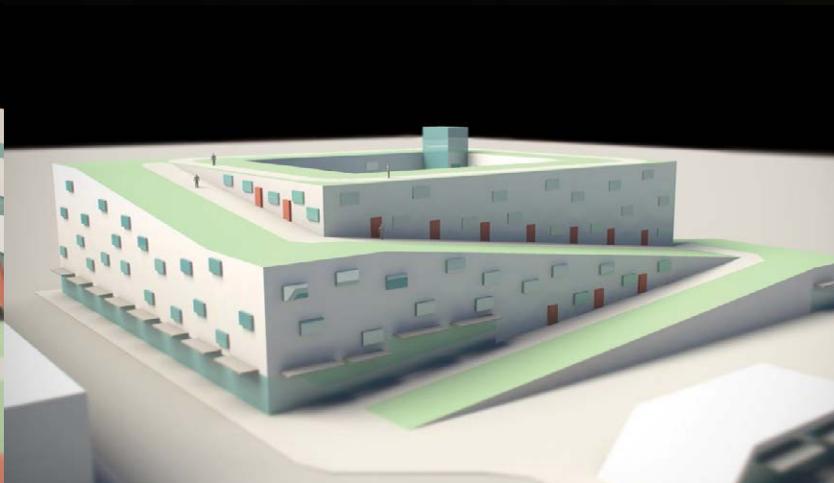
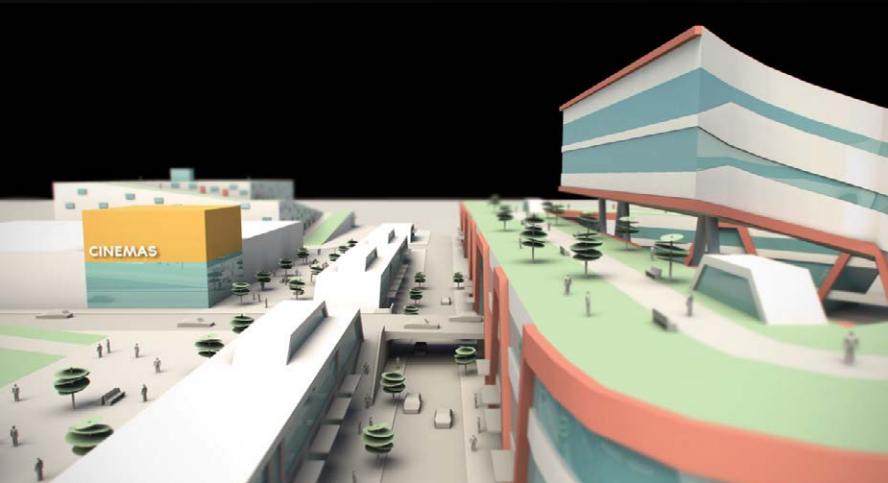
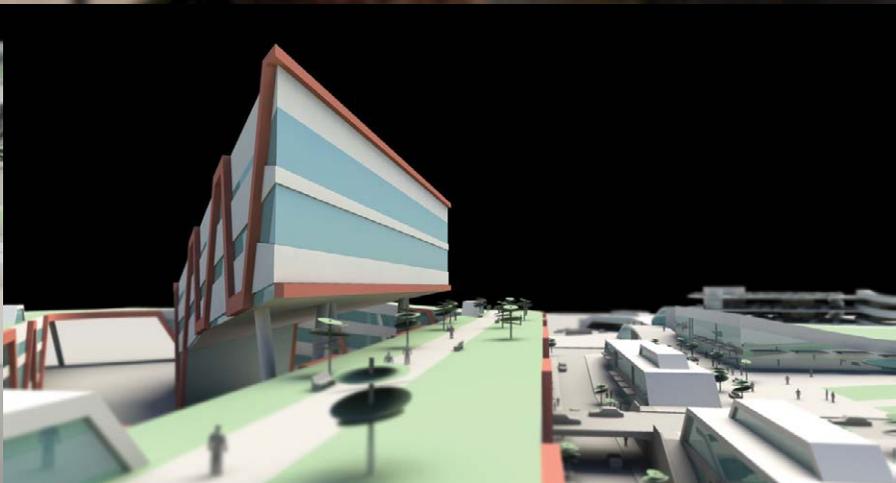
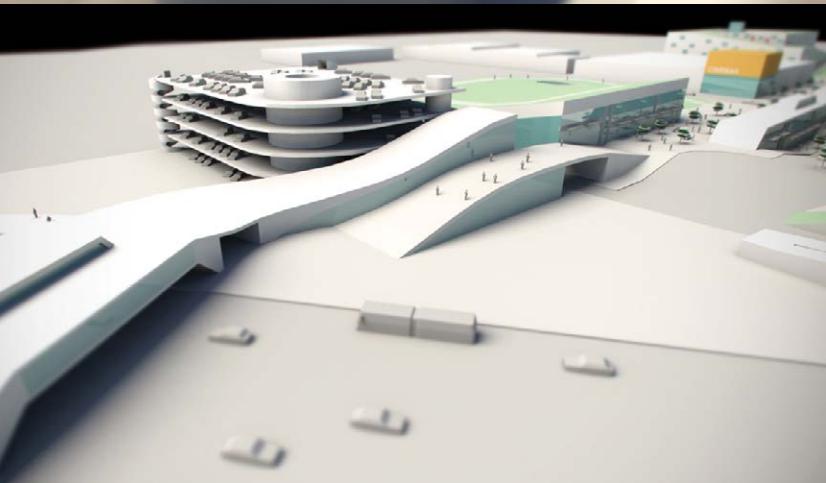


Transit Center along Aurora Ave. The bridge is a covered walkway with a cafe inside. Riders can easily spot their buses coming while enjoying coffee.



Two pedestrian boulevards split vertically to take advantage of the grade change of the existing Sear's lid. With retail at the base, offices in between and public recreational spaces on top, building footprints provide a maximum variety of uses.

The student housing is a hybrid of apartment and suburban homes. Apartments are entered through a sloping front lawn. Residents can run laps or host BBQ's on the communal space at the top.



## BING SUN

A Modern Agora

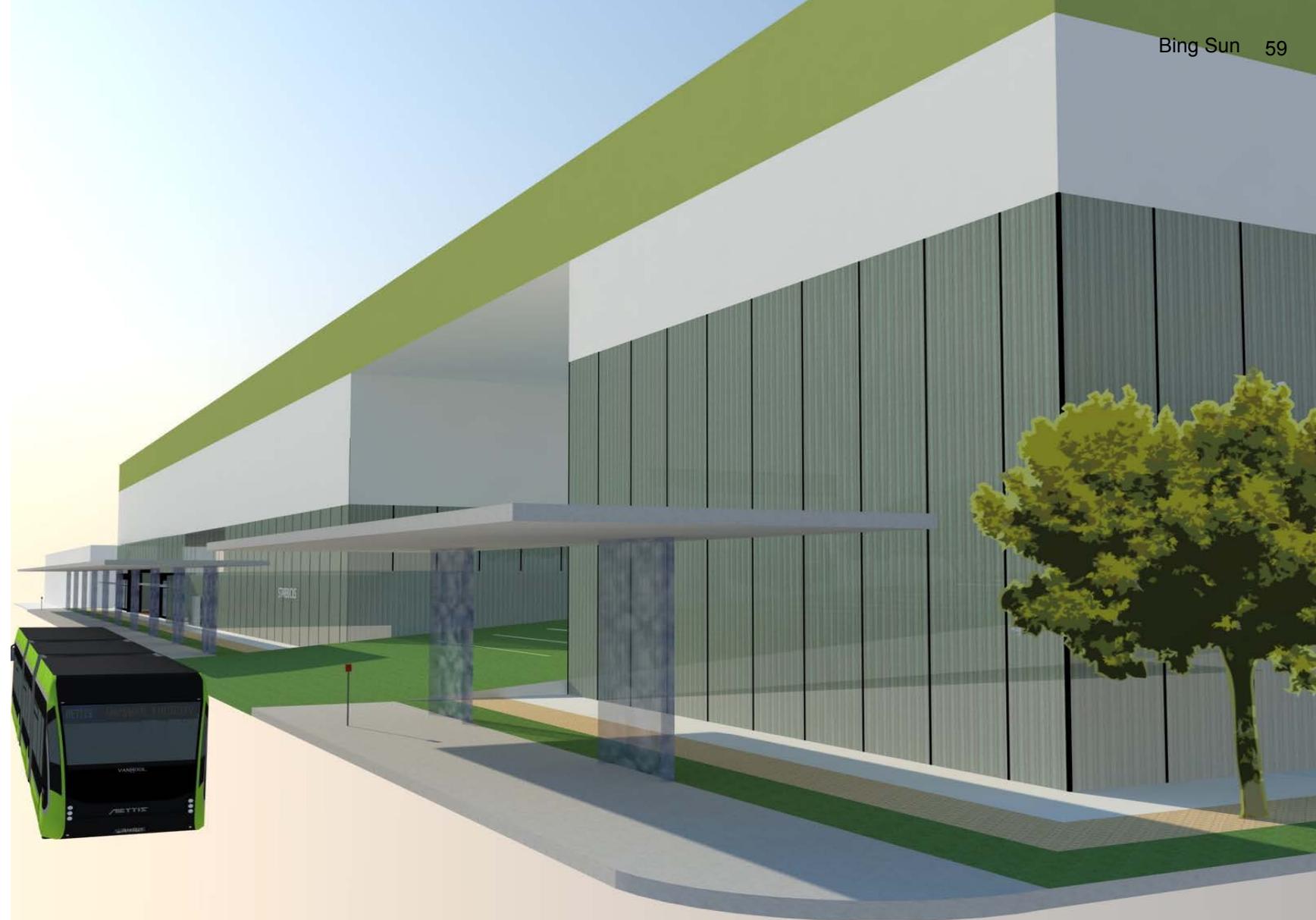
## Project Data:

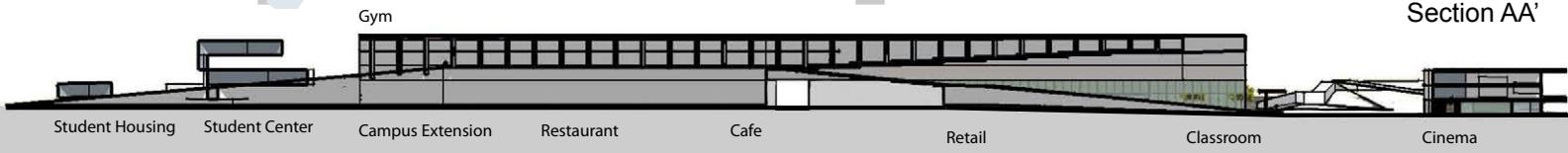
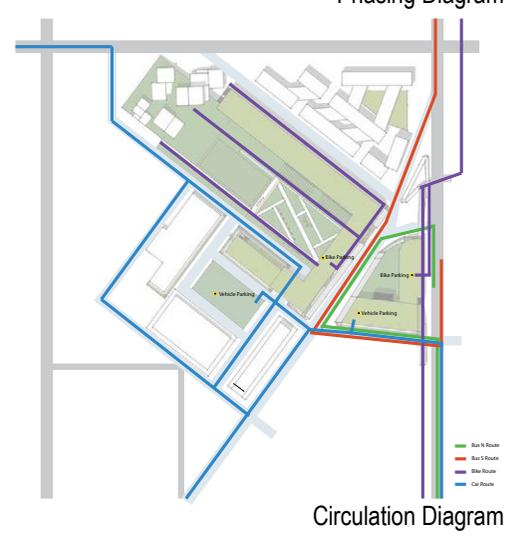
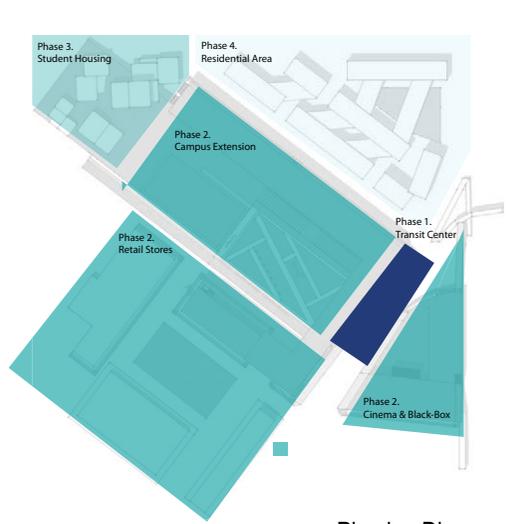
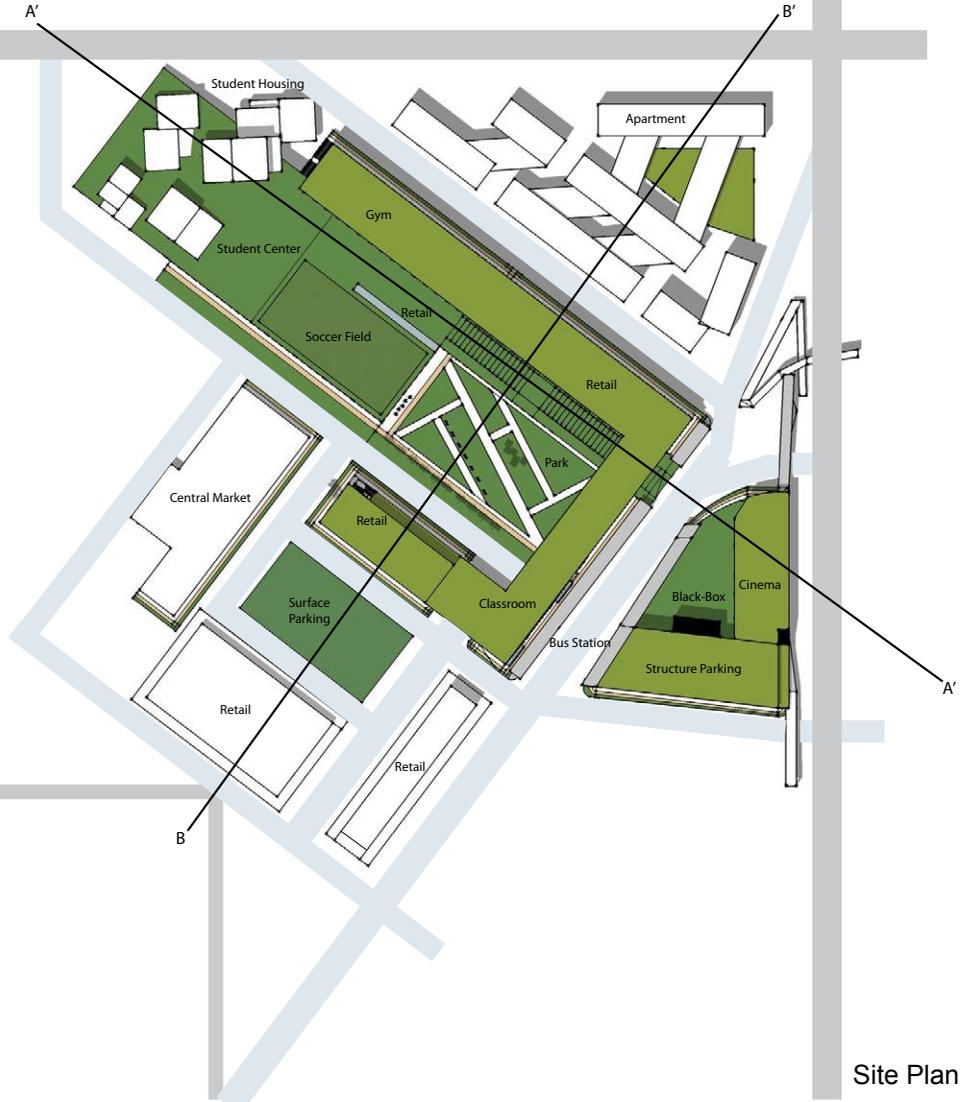
Retail: 679,360 sq. ft  
 Institutional: 184,000 sq. ft  
 Student Housing: 81,606 sq. ft  
 Residential: 320,512 sq. ft  
 Vehicle Parking: 184,430 sq. ft  
 Bike Parking: 9,480 sq. ft  
 Cinema: 46,260 sq. ft  
 Black-Box: 28,380 sq. ft  
 Hotel: 33,900 sq. ft  
 Office: 33,900 sq. ft

Two principal goals inform the proposal. First is maximizing the utility of the mandated parking structure for use by both park-and-ride transit riders in the day and theater and cinema patrons at night. The second goal is strengthening the connection between Aurora Avenue North and Shoreline Community College located northwest of the site.

The new Rapid Ride transit center is located on Westminster Way and is proposed as the connection point between Community Transit's Swift bus and KC Metro's Rapid Ride BRT lines. On the east side of Westminster the Westminster Triangle houses the park-and-ride parking structure, the black box theater and cinema. These three structures are arranged to define a transit and retail plaza while allowing the structured parking to be fully utilized both day and night. The existing Interurban Trail and bikeway are integrated into the east side of the cinema structure where bike parking and services are provided making the Westminster Triangle a truly multi-modal transportation and entertainment hub.

On the west side of Westminster is the southbound BRT platform, which is integrated into the adjacent building to the northwest. This building is conceived of as a modern day agora (the centerpiece of cultural, commercial and political life in ancient Greece) that integrates retail, commercial office space, classrooms and recreational uses within an extruded 'u-shaped' structure. Existing retail buildings are to the south of the building while proposed student and market rate housing are located to the northwest and north east respectively. The building works with the site topography and surrounding buildings to unify the site while providing a strong connection to the College and creating a strong civic center for the overall proposal. The outer perimeter of the building consists of retail uses at the ground floor to engage the surrounding context. The inner perimeter of the building consists of college related academic and recreational uses. Within the 'U' is a continuously ramping path for pedestrians and bicycles to move from the transit center to the college. The existing Sears building is incorporated into the design and its roof has been transformed into playfields with direct access to the higher grade to the northwest. The heart of the building, and the overall design, is a central public square accessible to students, workers, shoppers and residents.







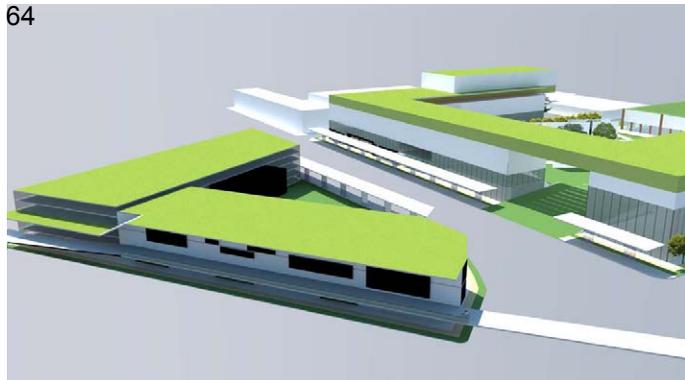
Colonnade besides Sears Rooftop



Ramp towards the Bus Station



Bus Station towards the Ramp



Looking into the site from Aurora Ave.

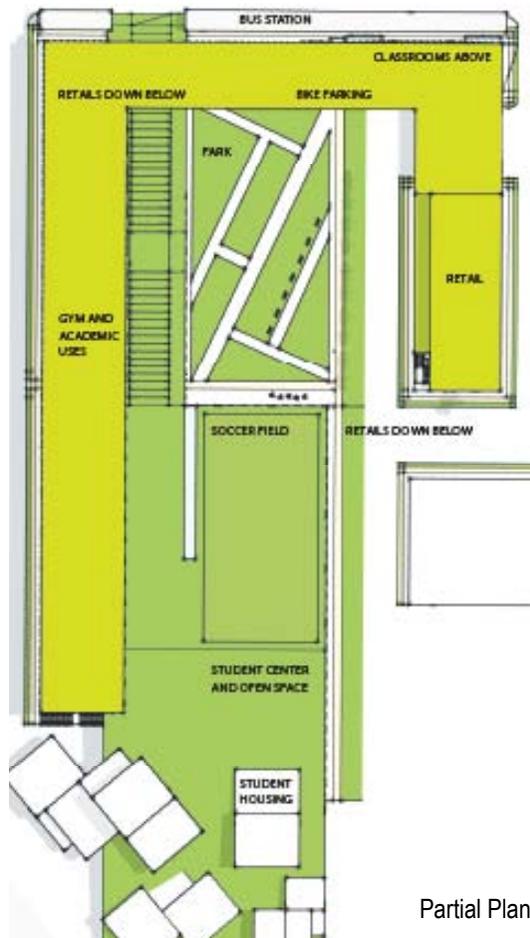
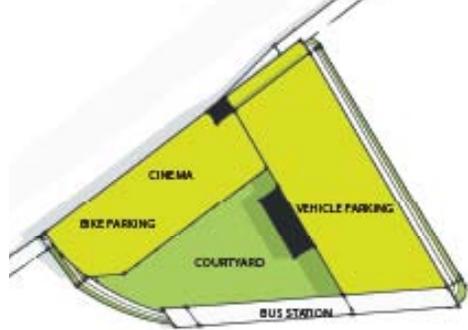


Cinema with Bike Path Outside and Bike Parking Down Below

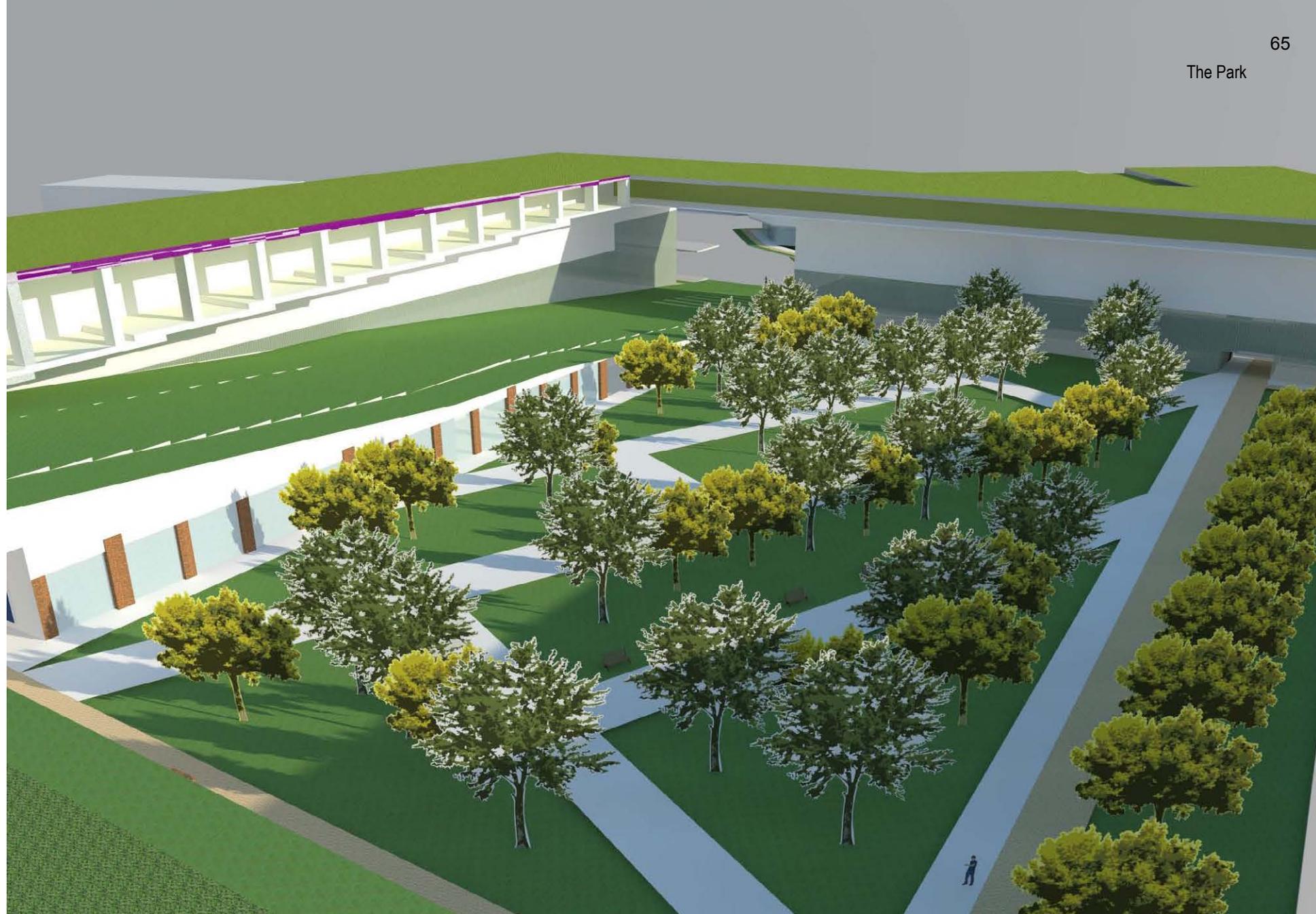


Bing Sun

Westminister Ave.



Partial Plan



## ANDREW THIES

dis  
use RE - USE

The design for this re-development of 'Aurora Square,' a largely underperforming suburban retail center, retains and build upon the the most viable existing construction and infrastructure found on the site. The proposal also strives to create strong transit and circulation connections while adding much needed density and activity to the site.

While the site is currently blighted by underperforming or outright abandoned strip retail and large amounts of empty surface parking it is also marked by the occasional successful pocket of retail, Shoreline Community College, located to the north west, the new BRT station on Aurora Avenue, the Interurban Trail crossing the eastern edge of the site and the existing Sears building, which includes a substantial below grade area beneath a parking lid, provide a strong infrastructural armature upon which to build a catalyst for future development.

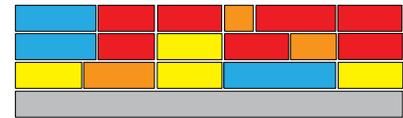
This design exploits these opportunities by first creating a link between the BRT stop on Aurora Avenue, the interurban trail and S.C.C. A new bike and pedestrian corridor follows the existing linear edge of Sears' below grade areas, which are re-purposed as structured parking. The corridor is flanked by new 'hybrid' buildings that include a mix of retail, commercial and residential uses. The existing Sears building itself is integrated into the new corridor and re-purposed for a variety of cultural and institutional uses. This corridor is designed to both provide a strong pedestrian and bicycle link between the BRT station and the college and to be a powerful catalyst for future development.

Once this corridor and the activity along it are established, development can occur around it in subsequent phases. New construction will gradually erode and replace the vast paved surfaces with streets, sidewalks, retail, park space, housing, and commercial, residential and academic spaces. This mix of uses and an emphasis on positive street life will ensure a vibrant and active urban environment through all times of the day. Close attention has also been paid to solar orientation, waste water management, and passive energy production in a manner that is integrated with the overall urban and architectural design. This will ensure that site remains, socially, economically, and environmentally sustainable.



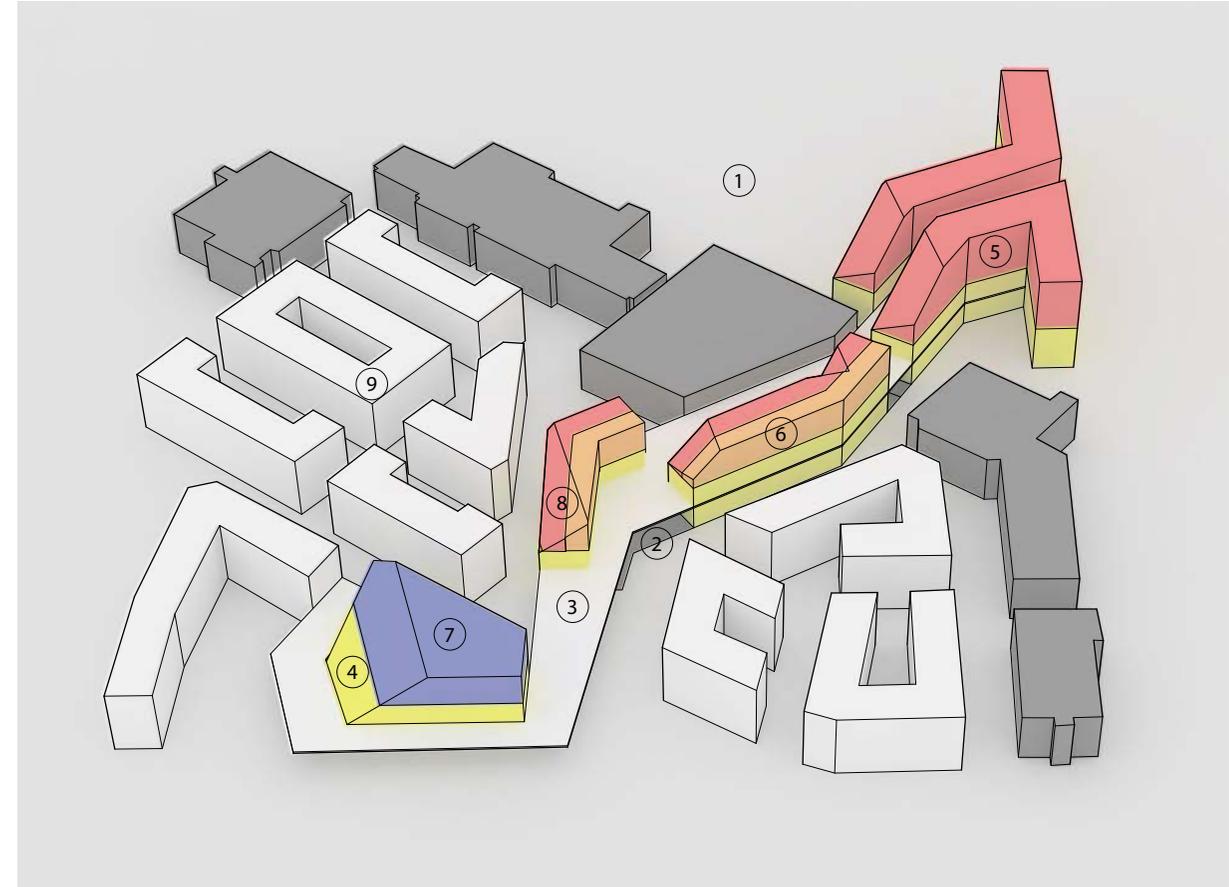


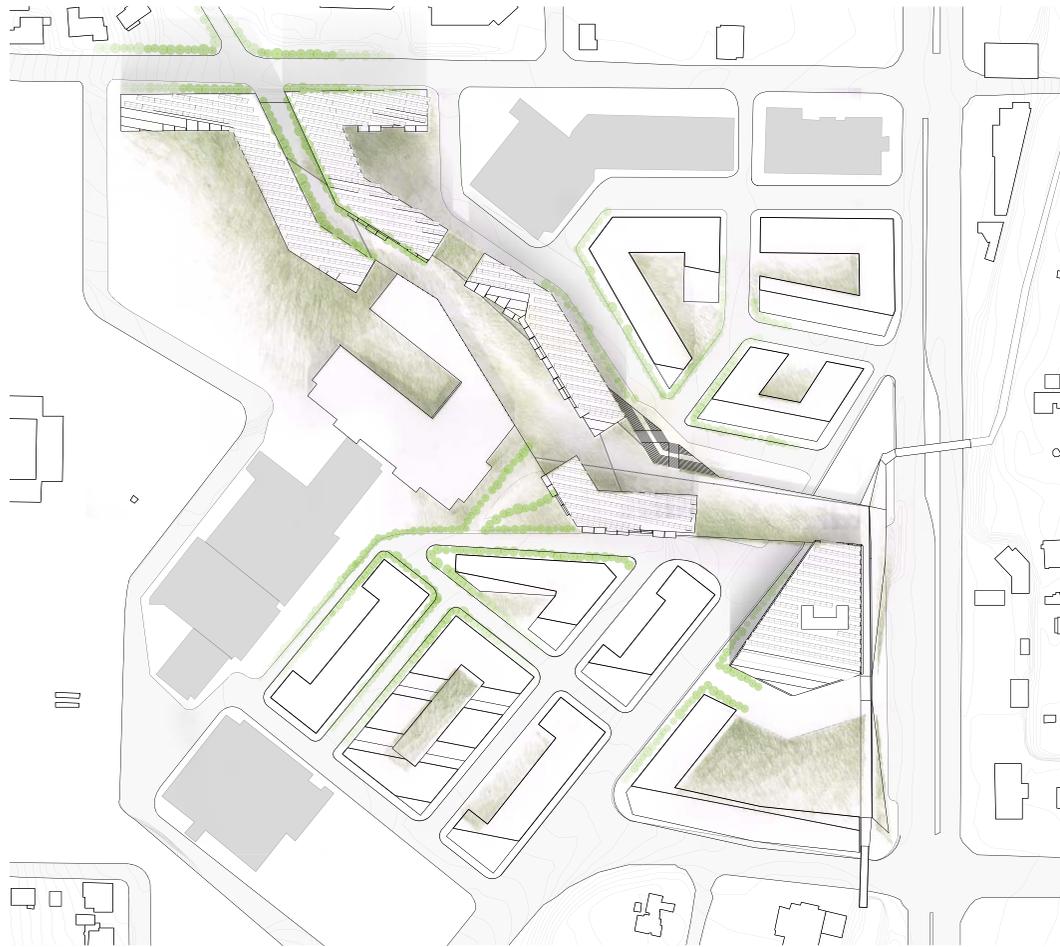
Stacking Program



Mixing Program

1. Existing Site- vast parking area exceeds current needs.
2. New below grade parking for BRT park and ride and retail. parking area modifies existing Sears building.
3. Lid covers below grade parking. The lid becomes a connection between the transit bus stop, the existing bike path and new bike lanes.
4. New retail spaces that engage both sides of the path.
5. Living/ residential space face south along path.
6. Work/ commercial space creates a live work dichotomy.
7. Black box theater and performance classroom for Shoreline Community College.
8. The building mass is cut to face true south at a 38 degree angle, the best for photovoltaics and southern sun throughout the year.
9. The central path acts as an example for additional development and density.





(above) Site Plan  
 (right) View of BRT stop on Aurora Avenue





(above) Aerial view of Aurora Square  
 (right) View of 'Sears' adaptive reuse and "hybrid building"



## BRANDON WEYRICK

Shoreline Campo + Community Center

### Genetic Metropolis:

A theoretical model of land where the vital and entrepreneurial energies coincide with the form of the city itself. The two energies interact, coincide, and form the city itself. An elastic system that changes with time and needs of relations.

-Andrea Branzi

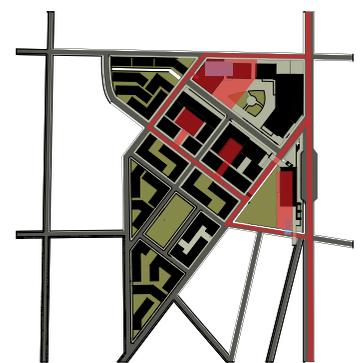
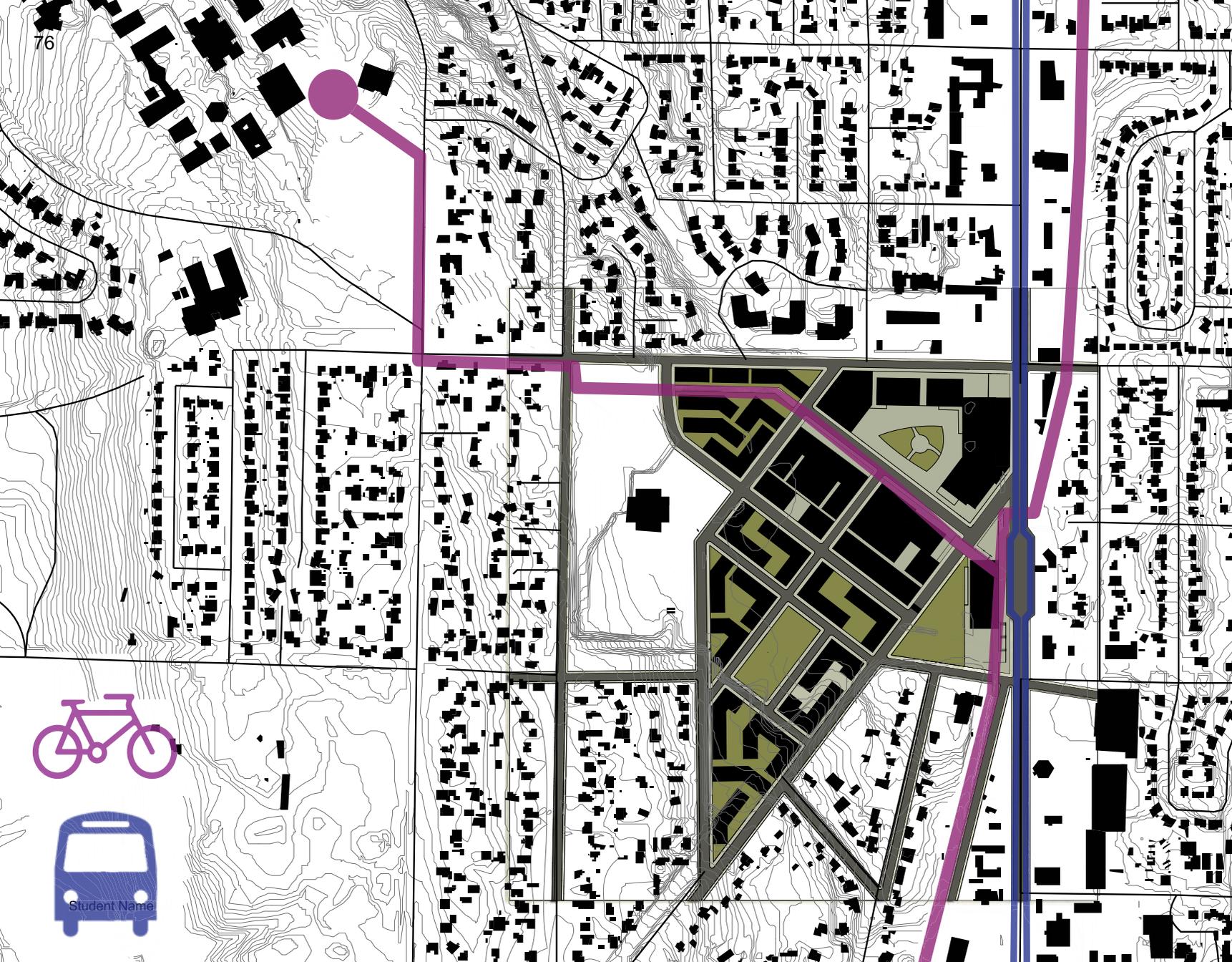
Inspired by the vibrant urban spaces of Rome, this proposal strives to address the current conditions on the site while creating a vibrant mixed-use pedestrian and transit oriented urban gathering space – the Campo - where people work, live, and play .

The overall plan consists of two interlocking 'L's' roughly occupying the eastern and western portions of the site. The western portion consists primarily of housing while the eastern portion consists of the transit center, commercial, community and recreational uses. This arrangement allows the transit center, commercial and community uses to exploit the visibility from Aurora Avenue while the housing occupies the quieter portions of the site.

To quickly and efficiently board and de-board passengers, the proposed Rapid Ride bus line will remain on Aurora Avenue North. The transit center is coupled with a community recreation center, playfields and retail that engage the existing Interurban Trail on the Westminster Triangle. These uses are connected to the Campo both visually and physically across Westminster Way through the use of diagonal views, an at grade pedestrian plaza and an elevated bikeway that connects to the Interurban Trail. Transit riders, cyclists and others are lead from the triangle into the main site and through Campo and a cluster of student housing before ultimately moving up North 166th Street toward Shoreline Community College.

The Campo is developed as a pedestrian and bike oriented space packed with small businesses and retail spaces at the ground levels. The upper levels contain office and business incubator spaces. The space is seen as a destination that will include farmers markets and performances throughout the day. The space will attract nighttime users with bars, restaurants and a cinema. While the space is internally focused, the perimeter buildings along 166th and Aurora will be lined with highly visible retail including the new location for Central Market. Parking is accommodated within structures nested within the commercial blocks adjacent to the Campo. This provides ample yet screened parking adjacent to both the transit center and the Campo.





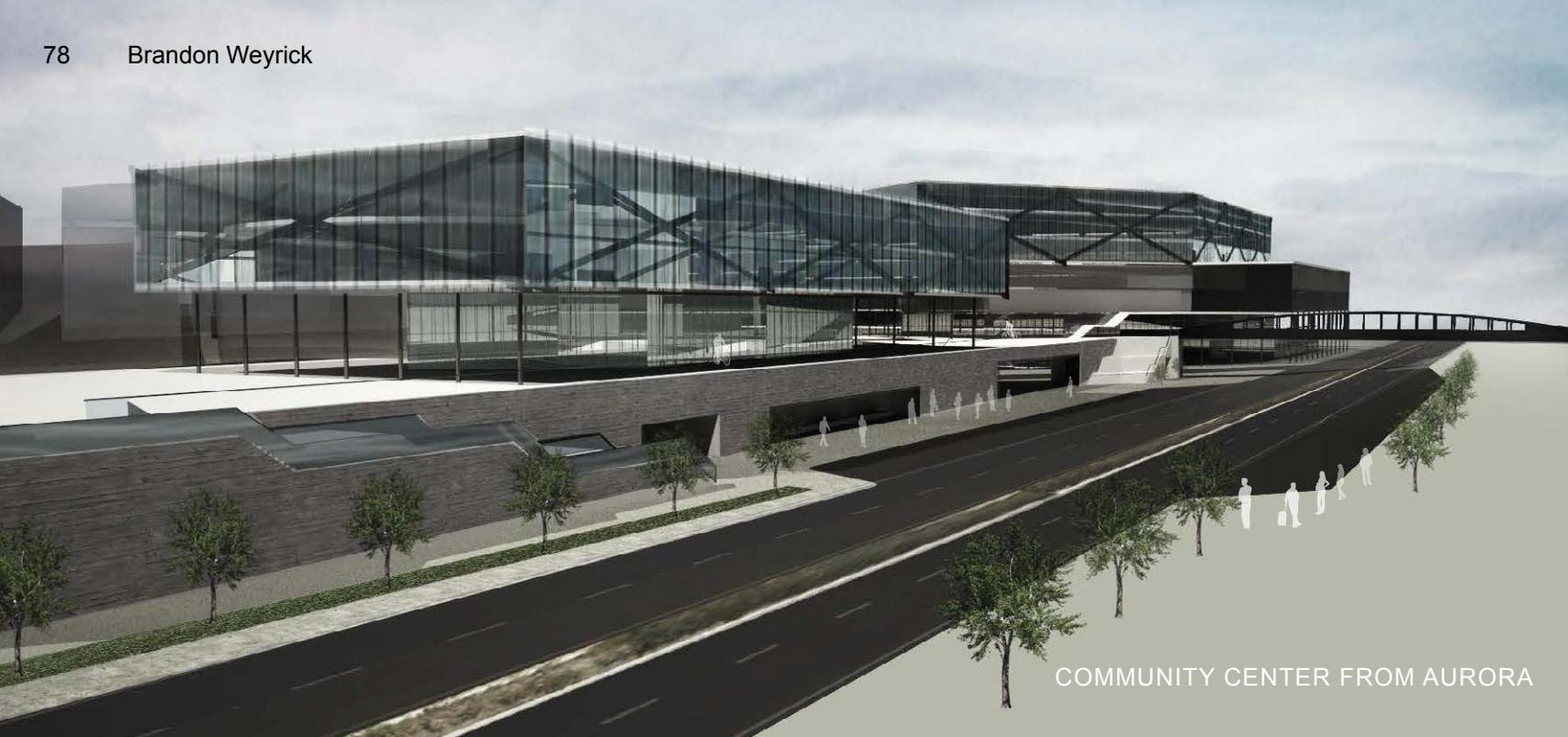
PARKING



SITE BREAKUP

- Residential
- Commercial
- Green

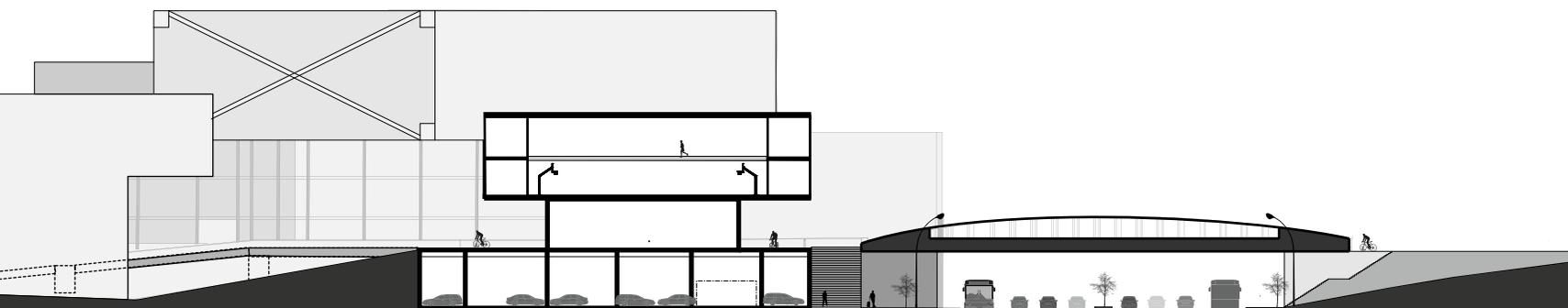




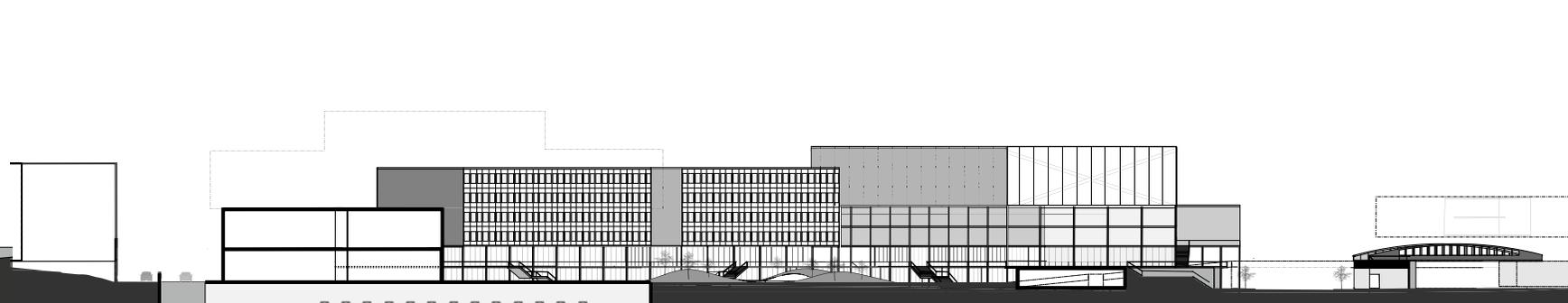
COMMUNITY CENTER FROM AURORA



BIKE BRIFGE FROM CAMPO



TRIANGLE SECTION



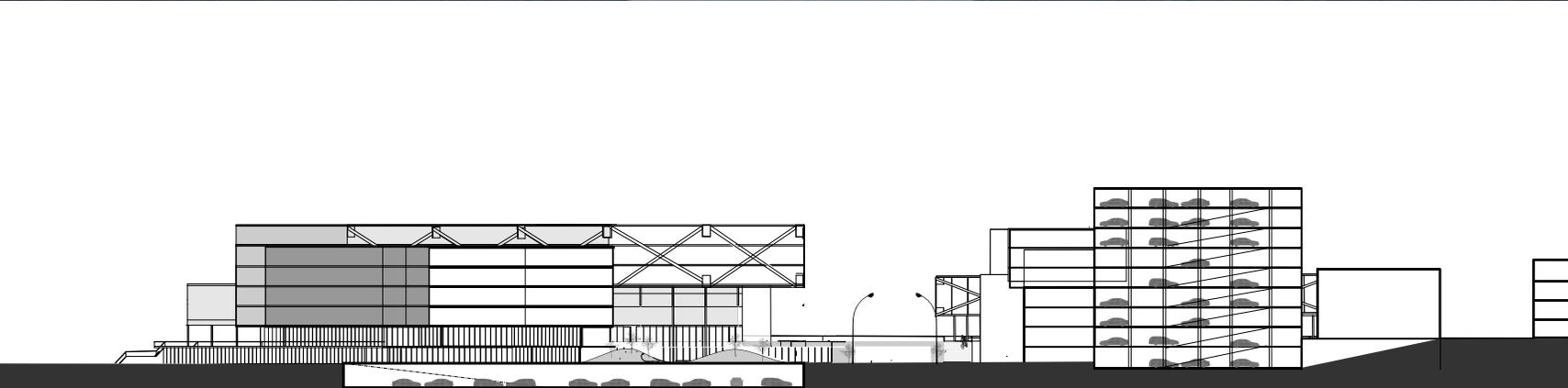
SITE SECTION



CAMPO CENTER LOOKING TOWARD CINEMA



CENTRAL MARKET RELOCATION



SITE SECTION



## Acknowledgements

The following faculty members and practicing professionals generously provided invaluable experience and expertise to the studio:

David Blum, King County Metro Transit  
 Susan Busch, Hewitt Architects  
 Dan Eernisse, City of Shoreline  
 Alan Hart, VIA Architecture  
 Dennis Haskell, SRG Partnership  
 David Hewitt, Hewitt Architects  
 Rob Kiker, Weinstein A/U  
 David Miller, Miller/Hull Partnership & UW Architecture  
 Jeffrey Ochsner, UW Architecture  
 Gundula Proksch, UW Architecture

The following students participated in the University of Washington studio led by Associate Professor Rick Mohler:

Karlan Brekne  
 Lawrence Chung  
 Alireza Hashemloo  
 Daniel Kim  
 Bing Sun  
 Andrew Thies  
 Brandon Weyrick

Special thanks to Brandon Weyrick for final production of this document

