



*City of Shoreline*

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**DATE:** May 17, 2007  
**TO:** Shoreline Planning Commission  
**FROM:** Paul Cohen, Senior Planner  
**RE:** Town Center Strategic Points

The Planning Commission held a public workshop on May 10<sup>th</sup> to discuss draft strategic points and to consider proposed alternative points. Staff has compiled those comments from the group discussion, public comment letters, and suggestions from Planning Commissioners. Staff did not draft new points where existing points already covered the topic. Attached are the original draft points followed by several alternatives to those points and then entirely new points that address different topics.

Given the short timeframe for putting the packet together, staff is not including recommendations in the packet. On May 17<sup>th</sup> staff would like to discuss these ideas and receive the Commission's final recommendations for the City Council's consideration on June 4.

Attachments

1. Proposed Strategic Points
2. Comments from sub-groups at May 10 meeting
3. Emailed additional ideas from Commissioners
4. Emailed additional ideas from the public

5/17/07 DRAFT

## Strategic Points for Town Center Projects

1. In the design and furnishing of the four Town Center Projects, seek ways to create a place with civic identity and provide community gathering spaces for weekend and evening activities.
2. Identify and incorporate "green infrastructure" principles and features.
3. Identify and incorporate appropriate historic features and interpretation opportunities.
4. Identify and incorporate architectural patterns and materials that create human scale and visual interest, while also reflecting the City's residential character and heritage.
5. Explore ways to overcome the barrier that Midvale creates between the City Hall and the Interurban Trail.
6. Do not open Stone Ave. N. through to N. 175th St.
7. Provide visual and functional linkage between bus rapid transit stops in Aurora and other Town Center Projects.
8. Work with Seattle City Light to develop a "heritage park" concept that balances City and community goals with SCL needs.
9. Consider design treatments to tie together, visually and functionally, the public spaces of the City Hall with Heritage Park, Shoreline Museum, and the high school.
10. Create a walkable Central Shoreline area, with an emphasis on safety, convenience, and connectivity.

### **Alternative Strategic Points**

11. Alt #1. Create a walkable Central Shoreline area, with an emphasis on safety, convenience, and connectivity within and to the surrounding community.
12. Alt #2. Identify and incorporate "green development" principles and features.
13. Alt #6. Do not open Stone Ave. N. through to N. 175th St. for vehicle access, however, allow pedestrian access from Stone Ave. N. into the Civic Center.
14. Alt #9. Consider design treatments to tie together, visually and functionally, the public spaces of the City Hall with Heritage Park, Shoreline Museum, the high school, and east-west connections into the surrounding community.

**New Strategic Points**

15. Ensure a direct pedestrian connection from Midvale sidewalks to the Civic Center plaza and entry without driveways and parking between.
16. The Civic Center should incorporate parking management to accommodate Park and Rides and other uses.
17. Provide non-profit service space in the Civic Center.
18. Ensure that construction impacts are minimized on the adjacent neighborhoods.
19. Midvale Avenue from N 175<sup>th</sup> and N. 185<sup>th</sup> shall be designed as a vehicle access street but emphasize pedestrian facilities with landscaping, other amenities, and possibly on-street parking.

Planning Commission Community Workshop **Item 8.a - Attachment 2**  
Strategic Points for Town Center Projects  
Thursday, May 10, 2007

## Notes from Group #1

Need to create a safe place for people to come and gather. The park needs to be clean, have good lighting and enough open space to keep it from being isolated and out of sight.

Want area to be: creation of the “core”, a flexible space, a place to people watch, easy to get to using public transportation or other pedestrian pathways and walkable when there.

Park needs to offer amenities that attract people and then accommodate them during their stay – like a stage or platform for entertainment and public restrooms, water fountain, trash cans, bike rack, etc.

Ronald Place (the brick road) and cable cars are a part of Shoreline’s history. The portion of the road remaining needs to be preserved. It could run by or adjacent to the focal point of the park. A cable car would be statuesque next to a platform/stage in the park.

Bricks should be incorporated into the design of City Hall/Civic Center. Look into using the saved bricks that were previously removed from Ronald Place.

Concerned that Heritage Park is not a good place to promote gathering because of its proximity to Aurora and Midvale. Pedestrians and vehicles don’t mingle well and there is a noise factor to consider. Need to explore ways to buffer the park from Aurora.

Who will gather and for what reason? The Heritage Park site is not a particularly safe place for children to play.

Good idea to create a gathering place on the Civic Center/City Hall site.

Want to see pedestrian friendly retail in area.

Must apply grade separation on roads to remove pedestrians from the pathway of vehicles.

Small retail shops located on Aurora that are accessible from the park side/Midvale - could act as a buffer to the heavy traffic on Aurora.

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Would like to see shops on Midvale.

If the City's goal is to make central Shoreline a more walkable place, there needs to be better transportation, both North to South and East to West.

If the City is going to build "green", do it because it's a good thing to do and be committed to promoting the practice city wide, don't just do it on City Hall to gain "points".

Look into integrating a founding family's history into the central Shoreline theme - like the Boeing Family.

## Notes from Group #2

### Point 8

Darnell and Echo Lake Park seems like enough park of rthe area.

Need to assess the areas need

Park should be a "civic " Park.

Good examples at N. 92<sup>nd</sup> and Fremont and Lynnwoods historic parks

Preserve Redbrick Road

Use old depot architecture/design

Locate near Civic Center

Locate and refurbish old trolley car

### Point 5

Combine with point 10

Too pedestrian Friendly makes Midvale less accessbilbe

Midvale needs its own point

Midvale should have vehicle access but not as a cut-through street

Traffic Signal at Midvale and N 175<sup>th</sup> needs to be better timed to prevent backups.

# Planning Commission Community Workshop **Item 8.a - Attachment 2**

## Strategic Points for Town Center Projects

Thursday, May 10, 2007

### Point 1 and 4

Civic Center should be close to frontage of N 175<sup>th</sup> and Midvale without allowing cars between building and street

Civic Center should be the real gateway

Gathering places are essential at Civic Center

Allow pedestrian connection from Stone Ave cul de sac into Civic Center

### Point 10

Pedestrian surfaces should be the same throughout the town center.

Extend greenway links from the Town Center out through the entire community.

Combine with Point 9

Santa Cruz and Edmonds are great examples of walkable communities

## Notes from Group #3

Create linkages between neighborhoods, business centers and parks. East – West connections.

1% for the arts, aesthetics are important and the 1% should be included early in the projects, e.g. during engineering and design so that it is not “plop art” but integrated into the whole.

Strategic Point #2 is not specific enough. It should be divide into structures and infrastructures.

- Structures endeavor to meet a LEED Platinum rating
- Infrastructures should incorporate as much low impact development techniques as possible.

Lifecycle costs are greatly reduced when Strategic Point # 2 is fully met and is important as the City will be the recipient of these reduced maintenance and operations costs.

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Partnerships should be sought.

- With Shorewood and Shorecrest High Schools and Shoreline Community College through educational opportunities that help link our youth and young adults to sense of place and community.
- Shared services such as providing support and space within city hall for non-profits who provide services and benefits to the city and its residents.

Attention must be given to reducing impacts to adjacent neighborhoods during construction of City Center and Aurora improvements.

Park that accommodates the use of public spaces adjacent to the City Hall facility, e.g., Heritage Park, farmers market, etc.

## Item 8.a - Attachment 3

-----Original Message-----

**From:** repiro@aol.com [mailto:repiro@aol.com]

**Sent:** Friday, May 11, 2007 1:16 PM

**To:** Joe Tovar; Steve Cohn

**Subject:** notes from Rocky on strategic points

Joe/Steve - thanks again to all for the workshop last night. Here are my gleanings in no particular order or priority.

- Address parking management (could be a new, additional point)
  - Address trail connection opportunities, networking out from the spine (for both peds, bikes) - similar comments regarding "greenway connections" how do we create a green connection from Heritage Park to other open spaces throughout the city? (Probably needs to become a new item - or could relate to Point # 5)
  - east-west connections (could tie into the previous item - could also relate to Point # 9) (I assume this means for all modes - peds, bikes, autos?)
  - education/arts/non-profit partnerships (this suite of issues is a little more challenging to figure out where to link up with the points, perhaps with civic identity and community gathering places? Point # 1?)
  - break Point # 2 into 2 parts, (1) city hall and LEED opportunities, (2) innovations i.e., low impact development, urban forestry (vegetation) opportunities, etc.
  - discuss adjacent network of streets and connections (probably expand # 6 to do this) just a thought on Stone Av bullet, perhaps it isn't opened as a roadway, but there is a ped/bike connection made to the city hall site.
  - incorporate Midvale into the process beyond just the issue of connectivity between city hall and interurban trail (Point # 5), e.g., "complete street" treatment for Midvale (for peds, bikes, and autos), "main street" treatment for Midvale, with Edmonds-like streetscaping, sidewalks, shops (expand Point # 5 to discuss role and design of Midvale, i.e., a Midvale element)
  - incorporate some sort of entryway, icon, or landmark feature (relate to Point # 4?)
  - historic features - red brick road, interurban car (relate to Point # 4)
- (Regarding the red brick road - we should have available some definite information on when and how its okay to move and reuse historic features - I'm not sure we want to lock ourselves into preserving it like an archeological artifact, for example, if we end up with grading variations from the rest of Heritage Park - are we simply going to put the road segment behind a rail and view it like some ancient ruin?)
- safe, clean - walkable, buffers from traffic on SR-99; also safe crossing points across Aurora
  - with the park component, address its role as a core of the city, also the "view" down the spine.

That's it - thanks! Rocky



## Item 8.a - Attachment 3

-----Original Message-----

From: Chakorn Phisuthikul [<mailto:chakorn@habitatwest.net>]  
Sent: Monday, May 14, 2007 11:04 AM  
To: Paul Cohen; Steve Cohn; Joe Tovar  
Cc: Jessica Simulcik Smith  
Subject: Town Center Project

I have additional comments concerning Strategic Points for Town Center Projects.

- \* Create pedestrian friendly developments along Midvale Ave. N. starting from N. 175th to N. 185th St.
- \* Provide direct pedestrian access to City Hall from Midvale Ave. N. without walking through a parking lot
- \* City Hall community gathering space should be linked to Interurban Trail & Heritage Park

Please provide aerial photo, and lot line of properties with in the potential town center projects area to facilitate future discussion. The sketch up perspective of the area was not adequate for discussion last time.

Thank you,  
Chakorn

**Item 8.a - Attachment 4****Jessica Simulcik Smith**

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**From:** Joan D Giuffre [joanie6@juno.com]  
**Sent:** Tuesday, May 01, 2007 10:43 AM  
**To:** Jessica Simulcik Smith; Maggie Fimia; City Council  
**Subject:** Re: May 10 Community Workshop

How about on this plan, doing the buildings in more than one floor and having office space on the first level and City things on the upper floors. Maybe have a city that is friendly to businesses and not one that tears them down ie Redmond Towne Center. Ya know, they may even pay the city taxes, so we homeowners don't have to pay so much and bear the cost of all your destruction. Just a thought. I can't make it to the meeting and I wanted to give you my thoughts. What has been done is very pretty, but if there is no one to pay the upkeep, it won't be very pretty a few years down the road. There will be enough jobs here just pruning and watering then raking in the fall to keep our taxes sky high. Thanks for taking the time to read this.  
Joan Giuffre

On Mon, 30 Apr 2007 16:30:39 -0400 (EDT) City of Shoreline <[webmaster@ci.shoreline.wa.us](mailto:webmaster@ci.shoreline.wa.us)> writes:

## City of Shoreline

## MEETING NOTICE -Community Workshop-

### Strategic Points for Town Center Projects

Thursday, May 10, 2007

The Planning Commission will hold a Community Workshop on "Strategic Points for Town Center Projects" on Thursday, May 10.

A draft set of "[Strategic Points](#)" has been prepared to assist the City Council in making decisions about Shoreline's four Town Center Projects: Aurora Corridor, Civic Center/City Hall, Heritage Park and the Interurban Trail. With four major public projects in design or construction at essentially the same time, it is important to think strategically to maximize community benefit and minimize problems. The strategic points will be further discussed at the Community Workshop and the public will be invited to offer comment and ideas.



**Community Workshop**  
**"Strategic Points for Town Center Projects"**  
Thursday, May 10 at 7:00 p.m.  
Mt. Rainier Room  
Shoreline Conference Center