



MEMORANDUM

TO: Mayor Roberts and City Councilmembers

FROM: Jessica Simulcik Smith, City Clerk

DATE: September 19, 2017

RE: Documents received at 9/18/17 Council Meeting

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager

Attached hereto are documents received from the public at your September 18, 2017 City Council Regular Meeting.

- 1) Written comment regarding reconfiguration and repurposing of Firlands Way submitted by Boni Biery.

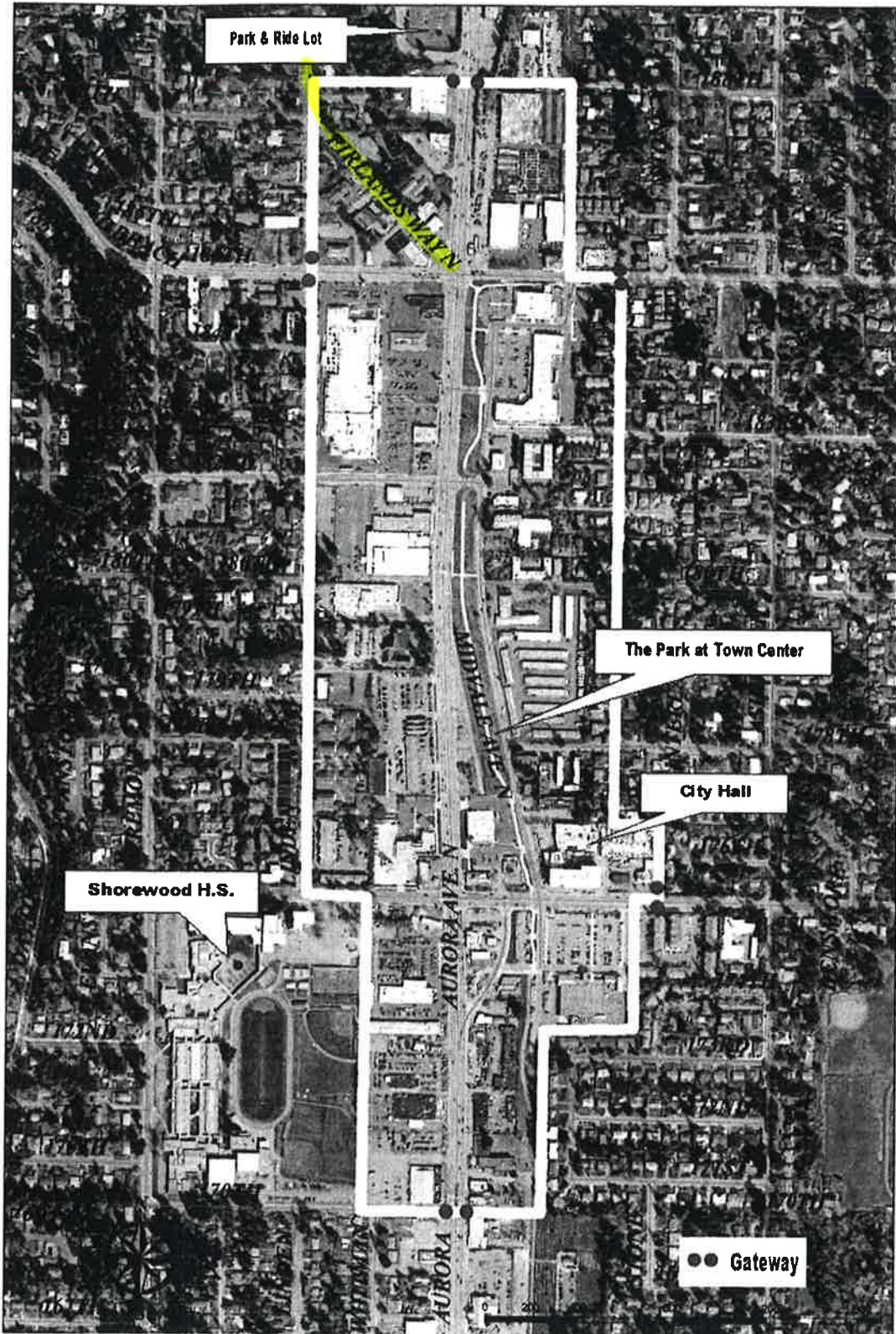
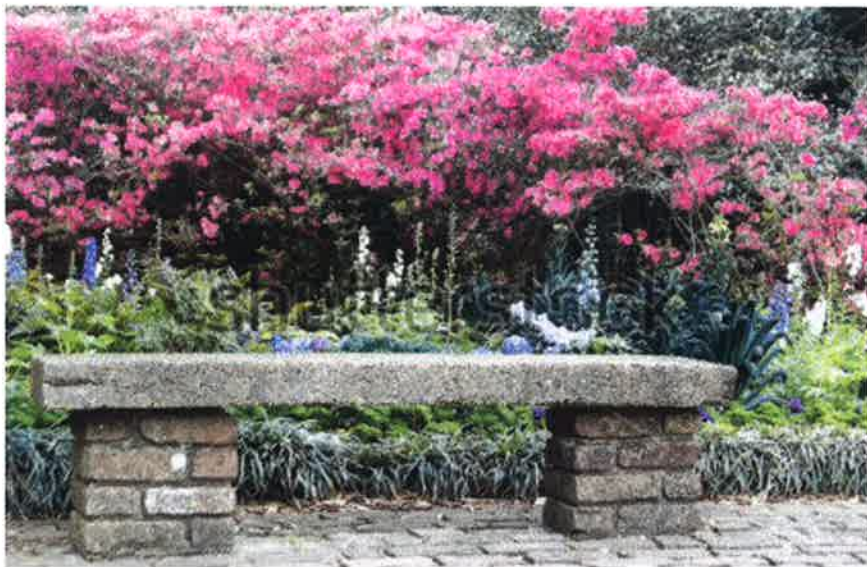


Fig. 2 Town Center boundaries and gateways

Use / Reuse / Re-Purpose Bricks



Linden / N188th / Firlands Way Intersection

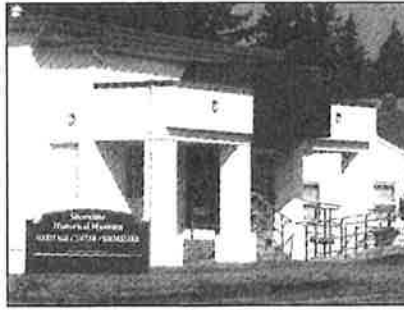


Firlands Way N of N 188th to N 195th





**Shoreline
Historical Museum
HERITAGE CENTER @ SHORELINE**



April 20, 2017

Mayor Chris Roberts and City Councilmembers
City of Shoreline
17500 - Midvale Avenue N.
Shoreline, WA 98133

Board Members:

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Leo Valenzuela

Executive Director
Vicki Stiles

Dear Mayor Roberts and Councilmembers:

With each new building that goes up in Shoreline, there is the possibility of not only exalting the new, but also honoring the important and irreplaceable heritage of our beautiful city. As Shoreline moves toward making the Town Center subarea plan a reality, we would like to mention that in 2011, we urged city planners to incorporate community heritage while creating new spaces, so as to keep the unique sense of place that is reflected in Shoreline's history.

One of the possibilities for the Town Center subarea plan was the reconfiguration or repurposing of Firland's Way. (An interesting fact: the name of the street is actually possessive - it means "the way that serves Firland TB Sanatorium.") While that part of the plan is perhaps a bit further in the future, we ask that great care be taken any time work has to be done on this historic street, because underlying the asphalt is the original 1913 North Trunk Road made of brick. Just as the Town Center comes closer to fruition, so does the possibility of the brick road taking its rightful place as an important touchstone for the community's history. It could, at some point, be uncovered once again, and become part of a heritage walk or park plan, even while being driven upon. But today, because a revision of Firland's Way is being proposed as part of an apartment development at the corner of Firland's and N. 188th Street, a portion of the brick road could be devastated if it is inadvertently dug up by jackhammers and backhoes. Contractors who will be working on this project should be informed of the importance of keeping the brick road intact, and should be required to do so as part of their contract specifications.

This is a simple way of keeping whole what rightfully belongs to the entire community - a sense of place and pride given to everyone by a unique and very significant community feature. It is a small detail to require that the brick road be kept intact now, yet could yield a big impact in the future when it becomes the heritage part of the overall marketing plan for Shoreline's Town Center.

Thank you for your time, and for your good and thoughtful work for Shoreline's citizens, today and tomorrow.

Sincerely,

Barrett Monsaas
Board President

cc: City Manager Debbie Tarry



May 15, 2017

City of Shoreline
17500 Midvale Ave N
Shoreline, WA 98133

To: City Council
Planning Commissioners

CC: Rachael Markle, Planning & Community Development Director
Randy Witt, Public Works Director
Tricia Juhnke, City Engineer
Uki Dele, Surface Water Utility & Environmental Svcs Manager
Vick Stiles, Director of Shoreline Historic Museum
Shoreline Preservation Society

Re: Preservation of Historic Red Brick Road for Future Use

Dear Councilmembers, et al:

Shoreline has only been a city since 1995. However, it has a few historical structures which are much older. Some are more than a century old.

A Little History

One of these century old structures is the original red brick "North Trunk Road" constructed in 1913. A large portion of this original roadbed still exists, lying quietly out of sight under the asphalt of Firlands Way. This section of road begins and ends entirely within the boundaries of the Hillwood Neighborhood. It acquired its' name based on the fact that it was the route taken to reach Firland's Tuberculosis Sanatorium (which is now the Crista Campus.) It linked the Interurban Stop at what is now the northeast corner of N 185th Street and Aurora Ave N with the Sanatorium for both workers and visitors. In fact, there is considerable reason to believe

the current asphalt sidewalk that runs along the west side of Firlands Way beginning at N 185th St and the south side of N 192nd St was created expressly for the use of the Interurban passengers to reach the Sanatorium built in the countryside to keep the contagion of TB far away from the density of Seattle.

The first block of Firlands Way from N 185th to where it meets Linden Avenue North at N 188th Street is the City of Shoreline's equivalent of Seattle's historic Pioneer Square. It was the location of the General Store, the Post Office, and the Volunteer Fire Department. We believe the City will want to have this historic area recognized and celebrated at some point in the future.

Future Opportunities

There has been an idea to utilize Firlands Way to create much needed park space without the need to acquire additional land. Because North Trunk Road was originally designed to serve as a major arterial, it currently embodies both a positive and a negative. The negative being there has been a lot of cut-through traffic which cannot be easily regulated due to the original design of emptying all neighborhood streets onto it. The positive is the opportunity presented by the road's 90' Right of Way (ROW) which is unutilized. It has been proposed this ROW be used to create a park-like, green-street linking the Park and Ride at North 192nd Street and the Fred Meyer/Gateway Business District. This could be done by:

- 1) Dis-entombing the Red Brick Road
- 2) Reducing it to a single lane and saving all the historic bricks
- 3) Heavily planting the ROW (which is near the top of the watersheds for both Boeing and McAleer Creeks) with rain gardens, native plants and trees
- 4) Re-purposing the saved bricks for benches/planters et cetera along the green-street
- 5) The first block on the south end of Firlands Way could then easily become a great historical district in immediate proximity to the Shoreline Historic Museum.

The outcome of this would be an environmentally effective use of the wide ROW, better control of unnecessary cut-through traffic, creation of a much needed park space and a new Historic District.

Threats

As development in the area increases to support the new light rail station at N 185th and the anticipated population growth demands spaces to live and shop, it seems inevitable there will be more and more development in areas near existing businesses and bus routes including near and/or abutting Firlands Way.

Hillwood Neighborhood

The Hillwood Community Network (HCN) would like to see the future of this historical roadway protected from any further compromise until it can be restored, re-vitalized, or re-

purposed in a manner which respectfully honors its historical value. We suspect destruction occurred during the recent re-configuration of the north end of Firlands Way where it meets Aurora at N 195th Street, but do not know how much. To assure the potential value of this historical road is protected for future landmark use HCN respectfully requests the City Council to assure this historical road is fully and carefully documented in all City Departments which may have any reason to encroach on the bricks beneath the existing asphalt road surface. This would include, but not limited to, the Public Works and Planning Departments.

We only get one chance to protect the history of Shoreline's first intersection connecting Richmond Beach to both Seattle and Everett. How many local cities can say they have an intact, 10 block long segment of the original, hundred-year-old roadway? The HCN Board would be honored to have this historical legacy of our neighborhood used to create a wonderful place-making piece of history! This simply means it must be protected a little longer, until there are funds to bring its story to life for future generations. It is for this reason we are asking that you protect this valuable, historic, city asset now before any development plans are confirmed.

Sincerely,

The Board of Hillwood Community Network

Ann Erickson, Co-Chair
Christabel Britto, Co-Chair
Amy Huang, Secretary
Boni Biery, Treasurer
Railin Santiago

MONDAY 10, APRIL 2017

Poor gargoyles. We're smashing Seattle's history as we build



by Knute Berger

A worker readies one of the remaining gargoyles for safe removal on Friday, March 31. Credit: Matt Mills McKnight/Cascade Public Media

A very bad thing just happened in terms of historic preservation in Seattle.

The long-expected demolition of the old Seattle Center Arena started across Speight Jenkins Way, right outside Crosscut's front door. The Seattle Opera is putting up a new building on the site. But as the wrecking equipment scraped away the 1960s exterior — put up to make a 1920s era ice arena look modern for the Seattle World's Fair — what was underneath was revealed: the preserved exterior Romanesque façade of the original building with all its ornaments, including gargoyles.

That's right, gargoyles. And they lay smashed in the rubble.

Feliks Banel, the Northwest historian and journalist who works for KIRO radio and other outlets, took photographs and video of the demolition process and began digging in to how this happened. Clearly, if that facade had not been walled in, it would have been worthy of landmark status and preservation. A couple of remaining gargoyles are being saved, says the Opera. But the beautiful front of the building, well, it's toast.

Banel has dug into how this could happen. The bottom line appears to be that no one knew the historic façade was preserved behind the 1960s exterior. But should they have known?



The Civic Arena in a 1950s photo, before the building's exterior was covered for the Seattle World's Fair. Credit: Collection of Feliks Banel

Did the Opera and its architects and heritage consultants do enough homework? Why didn't the demolition stop immediately when the façade was revealed?

All good questions. And, whatever the answers prove to be, the need to ask is indicative of a lot of questions in Seattle when it comes

to preservation in Seattle. We boast about the fact that Seattle has more construction cranes than any

other city in America — the number is estimated at 60. But while we're rebuilding the town, we are also dismantling, not just our history, but our history of historic preservation.

A few areas of concern. The University of Washington won a court case against the city and preservation groups last year claiming it was exempt from the city's Landmarks Ordinance. Just last month, the city's appeal of that decision was kicked up to the state Supreme Court and oral arguments are scheduled there for early June.

A lot is at stake because the UW's challenge could undermine not only Seattle's landmarks law, but preservation ordinances statewide, according to the State Office of Archaeology and Historic Preservation, which does not support the UW's position. Will the city's law survive? Will the UW be given *carte blanche* for treating its historic properties? If Seattle's ordinance must be changed, will the city council in a booming city have the courage to fix it? Is this the beginning of a great unraveling of our local landmark protections?

While the city defends its ordinance in court, the current administration at City Hall has taken actions that have alarmed preservationists. The HALA report, backed by Mayor Ed Murray, took aim at preservation efforts generally, suggesting repeatedly that it is a barrier to development, recommending against any more historic districts, suggesting shortcuts in the environmental review process so vital to preservation.

Earlier this year, the concept of preservation as "impediment" was further reflected in a job posting for the Department of Neighborhoods to hire a Community Assets Division Director to oversee, among other things, the city's preservation program and who would be charged with "using historic preservation as a tool for innovation rather than an impediment."

This alarmed many preservationists. The person in charge of preservation should not be someone who views it as an albatross.

Plus it ignores history. Rather than an impediment, heritage advocates argue Seattle's strong commitment to preservation has helped revitalize designated historic districts like Ballard, Columbia City, Pike Place Market, Pioneer Square and the International District. The preservation program is already an asset and it needs an advocate.

In a letter last month to the city, Kji Kelly, executive director of Historic Seattle, the public preservation non-profit, and Chris Moore, executive director of the Washington Trust for Historic Preservation, complained, "What concerns us about the job description is some of the language used presents historic preservation in a negative light, describing it as a 'barrier to development' and 'impediment.' This view diminishes the work of nonprofit organizations, grassroots advocates, individuals, and others that have dedicated years to the field of historic preservation."

The preservation program in Seattle doesn't require deregulation. Nor does it need to be run by someone who wants to dismantle its essence and alienate the stakeholders, Trump-style.

Still, developers want more leeway, to move faster, and Seattle is heavily dependent on the revenues that come from development. The pressures on heritage "assets" have never been greater.

It's not as if the current system couldn't be improved. The demolition of the Arena is a case in point. The Landmarks process relies on consultants, often hired by those who want to tear a structure down, to

provide all the information on which the volunteer and over-worked landmarks board makes its decisions. I have long felt that the city should hire its own staff preservation experts to independently vet landmark proposals and survey the city for potential landmark structures. Often, issues arise late in the process, challenges are dealt with too situationally, often in crisis mode. The city has been more proactive at times in the past, as when it conducted a downtown landmark survey pushed by Peter Steinbrueck, but that was the exception, not the rule.

The city should be emphasizing a common value that regards "historic assets" as worthy in themselves, not just for maximizing profits for developers and revenues for the city. Such an ethic might have benefitted in the Arena if someone had bird-dogged and halted the demolition the second the original façade was uncovered.

In a Facebook comment, preservation consultant Michael Sean Sullivan wrote, "Unless it was a secret lair for the Phantom of the Opera or something, someone must have known the architectural sculptures were still in place and calling out their recovery during demo would have been a simple best practice."

The question for Seattleites to consider is broader: Are we in the midst of dismantling our long commitment to historic preservation?

A couple of smashed gargoyles now frame that question.