



Shelton City Council
Study Session Agenda
January 25, 2022 – 6:00 p.m.
Virtual Platform

A. Call to Order

B. Roll Call

C. Study Agenda

1. Downtown Street Trees – Presented by Public Works Director Jay Harris

D. New Items for Discussion

E. Adjourn

The City of Shelton is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Council meeting, please call (360) 432-5103 at least 48 hours in advance of the meeting.



2022 Looking Ahead

(Items and dates are subject to change)

Fri. 1/28 9:00 a.m.	Special Meeting	Joint Meeting w/County Commission & Port Commission	N/A
Tues. 2/1 6:00 p.m.	Regular Meeting	<p>Consent Agenda</p> <ul style="list-style-type: none"> Vouchers/Payroll Warrants/Meeting Minutes 4th Q LTAC Report – Chamber of Commerce 4th Q LTAC Report – Mason County Historical Society Museum <p>Business Agenda</p> <ul style="list-style-type: none"> Resolution No. 1223-1221 Design Contract with RH2 Engineering for Safe Routes to School Resolution No. 1224-1221 Design Contract with RH2 for Brockdale Rd. Resolution No. 1225-1221 Updating Master Fee Schedule <p>Action Agenda</p> <ul style="list-style-type: none"> Bargaining Agreement w/Customer Service Administration Report 	Packet Items Due: 1/21 – 5:00 p.m.
Tues. 2/8 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 2/4 @ noon
Tues. 2/15 6:00 p.m.	Regular Meeting	<p>Presentation</p> <ul style="list-style-type: none"> Olympia Community Solar <p>Consent Agenda</p> <ul style="list-style-type: none"> Vouchers/Payroll Warrants/Meeting Minutes December Financial Status Report <p>Business Agenda</p> <ul style="list-style-type: none"> Noise Ordinance Animal Ordinance Park and Recreation Citizens Advisory Committee Appointments <p>Action Agenda</p> <ul style="list-style-type: none"> Resolution No. 1223-1221 Design Contract with RH2 Engineering for Safe Routes to School Resolution No. 1224-1221 Design Contract with RH2 for Brockdale Rd. Resolution No. 1225-1221 Updating Master Fee Schedule <p>Administration Report</p> <ul style="list-style-type: none"> 	Packet Items Due: 2/4 – 5:00 p.m.
Tues. 2/15 (following regular mtg.)	Special Meeting	<p>Executive Session</p> <ul style="list-style-type: none"> Potential Sale of Real Estate 	N/A

		<ul style="list-style-type: none"> • Performance of a Public Employee 	
Tues. 2/22 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 2/18 @ noon
Tues. 3/1 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Business Agenda <ul style="list-style-type: none"> • Public Hearing Ordinance No. 1968-0321 Water Comp Plan Adoption Action Agenda <ul style="list-style-type: none"> • Noise Ordinance • Animal Ordinance Park and Recreation • Citizens Advisory Committee Appointments <ul style="list-style-type: none"> • Administration Report 	Packet Items Due: 2/18 – 5:00 p.m.
Tues. 3/8 6:00 p.m.	Study Session	Study Agenda <ul style="list-style-type: none"> • Sign Ordinance • Graffiti Ordinance 	Packet Items Due: 3/4 @ noon
Tues. 3/15 5:45 p.m.	SMPD Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Meeting Minutes Business Agenda <ul style="list-style-type: none"> • Action Agenda <ul style="list-style-type: none"> • Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 3/4 – 5:00 p.m.
Tues. 3/15 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Business Agenda <ul style="list-style-type: none"> • Action Agenda <ul style="list-style-type: none"> • Ordinance No. 1968-0321 Water Comp Plan Adoption Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 3/4 – 5:00 p.m.
Tues. 3/22 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 3/18 @ noon
April 5 6:00 p.m.	Regular Meeting	Consent Agenda <ul style="list-style-type: none"> • Vouchers/Payroll Warrants/Meeting Minutes Business Agenda <ul style="list-style-type: none"> • Action Agenda <ul style="list-style-type: none"> • Administration Report <ul style="list-style-type: none"> • 	Packet Items Due: 3/25 – 5:00 p.m.
April 12 6:00 p.m.	Study Session	Study Agenda	Packet Items Due: 4/8 @ noon

Other – TBD

- UGA/Annexation Policy (Water/Sewer Extensions)
- More Standing Committees by the Council
- Resolution No. 1215-1021 2021 Chip Seal Final Acceptance

Updated 1/24/2022

CITY OF SHELTON COMMUNITY VISION & ACTION PLAN DOWNTOWN REVITALIZATION OCTOBER 1, 2015

FORTERRA

MITHŪN

 Walkable and Livable
Communities Institute

chamber
SHELTON-MASON COUNTY



Contents

Prepared by Forterra

Contributions from Mithun & the Walkable and Livable Communities Institute. Layout by Mithun.

This project was made possible through the contributions of The City of Shelton, The Shelton-Mason County Chamber of Commerce, the Simpson and Green Diamond Chairman’s Fund, and local business owners.

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Executive Summary



Shelton Industrial Waterfront

The Community Vision and Action Plan establishes a community-based vision and prioritized strategies for revitalizing downtown Shelton, Washington. The project builds on existing planning and capital projects and can be incorporated into future planning efforts such as the City of Shelton's 2015 Comprehensive Plan updates. The project was conducted from March – July 2015. The City of Shelton and the Shelton-Mason County Chamber of Commerce coordinated the effort with consultants Forterra, Mithun, and the Walkable and Livable Communities (WALC) Institute. A series of workshops were held on April 11-12 and June 13 to introduce community members to ideas for downtown revitalization. Feedback was received from community members, which has shaped the final vision and recommendations.

The April 11-12 Workshop was co-facilitated by Forterra and the WALC Institute. The WALC Institute presented concepts to improve walkability, bikeability, and livability of downtown. Almost 50 community members then participated in a walking audit to identify opportunities for application in downtown Shelton. Later in the day, community members were prompted to identify their 100-day, mid-term, and long-term goals for implementation. Ideas were far ranging, but included installing roundabouts to slow traffic, reducing lane widths on Railroad Avenue, experimenting with angle in parking, gateways and welcome entrances, building more parks, creating an arts district, and beautifying alley ways.

Almost 50 participants attended the second workshop, where a community charrette (collaborative planning and design session) was co-facilitated by Forterra and Mithun, an architecture and design firm. The charette included sample designs illustrating some of the concepts that were prioritized by community members during the Walking Audit. Break-out groups of 4-10 people had the opportunity to create their own design plans incorporating these elements. Groups then presented and voted again on which design plans were most desired. The elements that emerged with the most support included installing a roundabout at Railroad Avenue and 10th Street, moving Tollie to Evergreen Square or another protected location, creating a museum at the sawmill or having educational tours, starting a business incubator, creating an arts district, more signage and welcome gateways, public restrooms, and parks downtown.

Based on community feedback in both workshops, Mithun created a vision plan and a series of diagrams demonstrating where some of these elements could be implemented and provided an illustration of what they could look like. Throughout the visioning process, community members were supportive of measures to revitalize downtown Shelton. The vision of the community includes a vibrant Railroad Avenue that retains historic and community tradition, but features thriving shops, public spaces, and investment in infrastructure. Implementation of the recommendations will depend on the City of Shelton's planning process, funding availability, and the community's willingness to remain engaged. The community vision should be implemented as a phased plan. Some elements might be achievable in 100-days, but others should be considered over the next 5-10 years. Revitalizing downtown will be an ongoing process, but this community vision provides a clear path forward.

Project Overview



Paul Bunyan Parade [Tivel, Royce. <http://www.selectdigitals.com/gallery.2013>]

The intention of the Community Vision and Action Plan project is to establish a community-based vision and prioritized strategies for revitalizing downtown Shelton that builds on existing planning and capital projects and can be incorporated into future planning efforts such as the City of Shelton's 2015 Comprehensive Plan updates. The resulting strategy provides prioritized action items for the City of Shelton that will promote multimodal access and support economic development for existing and future businesses in the downtown core.

The project was conducted from March – July 2015. The City of Shelton and the Shelton-Mason County Chamber of Commerce coordinated the effort with consultants Forterra, Mithun, and the Walkable and Livable Communities (WALC) Institute. As part of the outreach component the consultants convened two workshops to gain input from the community. This input and feedback has shaped the recommendations for the Action Plan.

The following Action Plan provides a summary of the workshop processes, community feedback received, detailed diagrams and sketches demonstrating the community's desires, final recommendations, and points to next steps and additional resources for the City and other stakeholders to consider for implementation.

“Shelton has great bones.”

- Dan Burden of WALC Institute

Shelton Background



City of Shelton Aerial [https://www.google.com/maps/place/Shelton,+WA]

The City of Shelton's downtown was originally conceived and built in the late 1800's as a walkable community center and features a classic grid street pattern and historic architecture. West Railroad Avenue functions as a de facto Main Street, with the majority of retail clustered in that area. The Simpson Sawmill and Oakland Bay are just east of downtown. Over the years, development has focused on the areas north, south and west of downtown, especially towards Highway 101 and the airport, and areas such as Mountain View, a neighborhood to the north of downtown. Future development north of Downtown will include the Shelton Hills master-planned development. The City of Shelton is located within Mason County, which during the years 2000- 2010 was the 4th fastest growing county in Washington State, with population growth increasing by 23%. However, population growth trends have since declined and between 2010 and 2015, Mason County was projected to experience only 5% growth.¹ Despite this decline, Mason County still plans to accommodate significant population growth, and under the Growth Management Act, the City of Shelton and Shelton's Urban Growth Area are designated to accommodate this increase in population. As such, the planning efforts under the Comprehensive Plan are directed to consider increases in population for the future.²

While the City is planning to experience an increase in growth, employment trends show a decrease of jobs in the area. In early 2015, Olympic Panel Products announced they had been sold and would move to Oregon. Shortly afterwards, the Simpson Lumber Company announced they would be closing their mill in downtown Shelton and reopening under different ownership in 2017. The combined losses total approximately 500 jobs.

The City of Shelton embraces a long history of logging, with the downtown mill location being a point of pride for the community. Market forces have caused a decline in the economic vitality of the downtown area. Retail spaces remain empty or under utilized and many community members report that they don't see a need to visit downtown. However, at the same time many long-term residents reminisce about the character of downtown when they frequented it in their youth. Following a trend similar to small towns throughout the United States, Shelton has struggled to attract new economic investments and retain existing businesses.

The aim of this project is to bring community members together to create a common vision for downtown revitalization. Improving the pedestrian experience, beautifying storefronts and downtown spaces, increasing signage, creating more public open spaces, lowering traffic speeds and other improvements have increased the number of shoppers coming to downtown areas in other small towns. There is the desire from community members, business owners, City staff and elected officials to enhance the character of the downtown area and implement changes to spur economic growth. By working together through this visioning process the community members identified 100-day, midterm and long-term goals to help achieve this.

¹ Mason County. Demographics: Mason County Data Series. January 2012. Retrieved from: http://www.co.mason.wa.us/forms/Health/mason_matters_demographics.pdf (July 2015)

² Personal Correspondence with Steve Goins, City of Shelton Community & Economic Development Director. July 2015.

Existing Shelton

Shelton benefits from a walkable street grid and narrow lots that provide the potential to promote walkability and a wide range of uses in the area. Railroad Avenue has a very large right-of-way dimension that once supported rail traffic to the mill. Several retail, institutional and residential uses exist in the area, which have the potential of supporting each other if the connective infrastructure was improved. Several downtown educational and institutional facilities serve the County and greater Shelton. Vacant lots on private- and publically-held land provide opportunities for infill development, and more green spaces and parks for residents and visitors to enjoy.

Downtown Shelton sits in a valley and struggles with a floodplain on its east end along Oakland Bay. Shelton Creek winds through the Historic District daylight, and suggests that more opportunities exist for green stormwater infrastructure.



Existing Parcels, Streets & Railroads



Existing Figure Ground Built/Unbuilt



City of Shelton Aerial [\[https://www.google.com/maps/place/Shelton,+WA\]](https://www.google.com/maps/place/Shelton,+WA)



Existing Public Buildings & Historic District



Existing Topography & 100 Year Floodplain

Community Activities



Walking Audit Participants, April 2015



City of Shelton Community Members at June 13 Workshop

In seeking the input of the community, it was important to the City of Shelton and the Shelton-Mason County Chamber of Commerce to have unbiased voices leading the process. As a nonprofit organization dedicated to creating sustainable communities and conserving lands, Forterra oversaw the project (see more information on Forterra in APPENDIX A). Other consultants contributed additional technical and design expertise. Forterra and the Walkable and Livable Communities (WALC) Institute hosted the first workshop April 11 - 12, 2015. The WALC Institute helps to create healthy, connected communities that support active living and that advance opportunities for all people through walkable and bikeable streets, livable cities and better built environments.

The second phase of community engagement involved a community workshop hosted by Forterra and Mithun. Mithun is a sustainable design firm that integrates architecture, landscape architecture, urban design and planning to raise the quality of life for individuals and entire communities. Mithun's design skills provided the ability to illustrate the community's vision through a series of graphics and diagrams.

Together, the two phases of community engagement have provided direction for how to develop a common vision. The key findings from each phase of engagement are presented on the following pages.

“ Why not make a park here instead of where the parking lot is? ”

- Community member feedback at walking audit session

Community Activities

Walking Audit

Over the course of two days Forterra and the WALC Institute met with project leads, assessed the condition of roadways, traffic safety and connectivity, documented existing conditions, and evaluated conditions for walkability, bikeability and economic development. A key component of work was conducting a public workshop and walking audit. The workshop included a presentation (See APPENDIX B) explaining the importance of designing streets for all ages and illustrating best practices. A walking audit was conducted in which the WALC Institute led over 40 participants on a walking tour of downtown Shelton to better understand walkability concepts and discuss specific opportunities. The walking audit concluded with a prioritization activity in which 47 participants (the participants changed over and not all were the same as the walking tour) identified their top 100-day, mid-term and long-term goals for implementation. The full list of suggestions from participants is included in APPENDIX C. Below are recommendations from the WALC Institute based on community input.



City of Shelton Walking Audit Participants, April 12 2015

Community Activities

Walking Audit

WALC Institute Recommendations

The WALC Institute concluded that Shelton has some specific opportunities to greatly improve walking and biking conditions. The following table summarizes opportunities which are described in greater detail in the full report from the WALC Institute in APPENDIX D. Some of the recommendations can be accomplished at little cost, while others require a more elaborate process, additional funding and a longer time frame (See the Recommended Next Steps section for cost estimates). This is a comprehensive list of recommendations that were further refined by community members in the June 13 Workshop and may require additional vetting, study and prioritization by the City.

The WALC Institute also provided general recommendations that are good for any community that wants to improve the ability of people to walk, bike, socialize, and “age in place”. These included:

- Lower Vehicle Speeds
- Narrower Vehicle Lanes
- Buildings that Front the Street
- Shade from Street Trees
- Complete Streets
- On-Street Parking



Walking Audit Participants in Shelton Alley, April 12 2015

a) Short-Term: The 100-Day Challenge, are recommendations that can be accomplished within a 100-day time period with minimal funding and planning;

Programs:	Projects:	Policies:
<ul style="list-style-type: none">• Temporary Road Diet Event for Railroad Avenue• Destination and Downtown Shelton Brands• Facade Improvement Program• Food Trucks• “Open Streets” Event	<ul style="list-style-type: none">• Back-in Angle Parking• Mini-Roundabouts• Reduce Lane Widths on Railroad Avenue• Clearly Mark Crosswalks• Bicycle Parking• Public Amenities - including toilets• Shelton Downtown Arts District	<ul style="list-style-type: none">• Complete Streets Resolution• Adopt a Street Design Guide

b) Mid-Range Projects: The Second Wave is projects, programs and policies that will likely take up to 1 year or more, and will require additional funding and planning;

Programs:	Projects:	Policies:
<ul style="list-style-type: none">• Working Museum at the Mill or Roundhouse	<ul style="list-style-type: none">• Road Diet on Railroad Avenue• Curb Extensions and Pedestrian Islands• Parklets and Pocket Parks• Way finding and Gateways• Natural Stormwater Management• Office and/or Arts Incubator• Shelton Downtown Arts District	<ul style="list-style-type: none">• Pass a Complete Streets Ordinance• Public Open Spaces

c) Long-Term Initiatives: The Big Wins are ongoing or large projects, policies and program efforts that may be able to start right away but will take larger planning and funding efforts and a longer time period to complete.

Programs:	Projects:	Policies:
	<ul style="list-style-type: none">• Gateway at the Mill Entrance• Revitalize Cota and Franklin Streets• Convert Alleyways into Entertainment Districts• Dense, Mixed-Use Development	<ul style="list-style-type: none">• Form-Based Code• Pedestrian/Bike Plan and Advisory Committee• ADU’s and Tiny Houses

Community Activities

Walking Audit

WALC Institute Photo Visions

To demonstrate the concepts discussed at the Walking Audit and to provide decision makers and community participants with a vision for what these changes could lead to, the WALC Institute provided these photo visions, which feature the current conditions compared to what Downtown Shelton would look like with the recommendations implemented.

The top image documents the existing conditions at the intersection of West Railroad Avenue and South 4th Street. The bottom image demonstrates the West Railroad Avenue and South 4th Street Intersection after installation of road diet, land use and walkability changes. While other cities and towns have had parades on one side of a center median similar to the above, the community of Shelton did not find this an attractive option and later recommendations do not include a center median. Colorized crossings at the intersection improve safety. Both images show a ‘4-to-3’ road diet that replaces two lanes in each direction with single travel lanes and a dedicated turning lane that allow drivers to set the pace and eliminates multi-lane threats from passing maneuvers.



Photo Vision Before, by WALC Institute



Photo Vision After, by WALC Institute

Community Activities

Walking Audit

WALC Institute Photo Visions

The image to the right is expanded to show a liner building on the left side where there was previously a surface parking lot. Liner buildings have replaced under used parking spaces, added retail opportunities, and created a sense of enclosure for people walking and bicycling.



Photo Vision with Liner Building, By WALC Institute

Community Activities

Community Charette

On June 13, 2015 Forterra and Mithun co-hosted a community charette (collaborative planning and design session) in which almost 50 participants went through a prioritization and design process for concepts that emerged from the walking audit. Mithun provided a presentation featuring design proposals that incorporated the concepts that were discussed in the walking audit workshop (see presentation in APPENDIX E). Participants were asked whether or not they liked concepts and voted on which of the goals identified in the walking audit should be prioritized for implementation (see APPENDIX F for prioritized list). Participants then broke out into small groups and had the opportunity to design a downtown that featured the concepts they would like to see and provided suggested locations for ideas such as Green Streets, parklets, mini-circles and angled parking.

Many of these are new concepts that are intended to create more vibrant commercial districts. For example, a parklet converts on-street parking spaces into community gathering spaces, providing space for all to enjoy. Concepts that had wide support included roundabouts, mini-circles, replacing parallel parking on the south side of Railroad Avenue with angled parking, and reducing traffic speeds on Railroad Avenue through implementing a “road diet”. Discussion also focused on finding a new location for the “Tollie”. Tollie is a historical locomotive used for logging that currently sits on Railroad Avenue in the center of downtown. A beloved symbol of the community’s logging history, Tollie is exposed to the elements and there is the desire to house it under cover where it can be better preserved. Putting a shelter over the existing location is unrealistic, so alternate locations for moving the Tollie along Railroad Avenue near an entry sign, a park near Front Street or the roundhouse on the Simpson Mill property were proposed.

Each group presented their design and the rest of the participants voted with colored dots on which elements they liked the best, and with dots in the upper right corner to indicate which overall plans they liked best (see votes in APPENDIX G). The design plans with the most liked elements are included on the next two pages. For each group’s design plans see APPENDIX F.



City of Shelton Community Members at June 13 Workshop

Community Activities

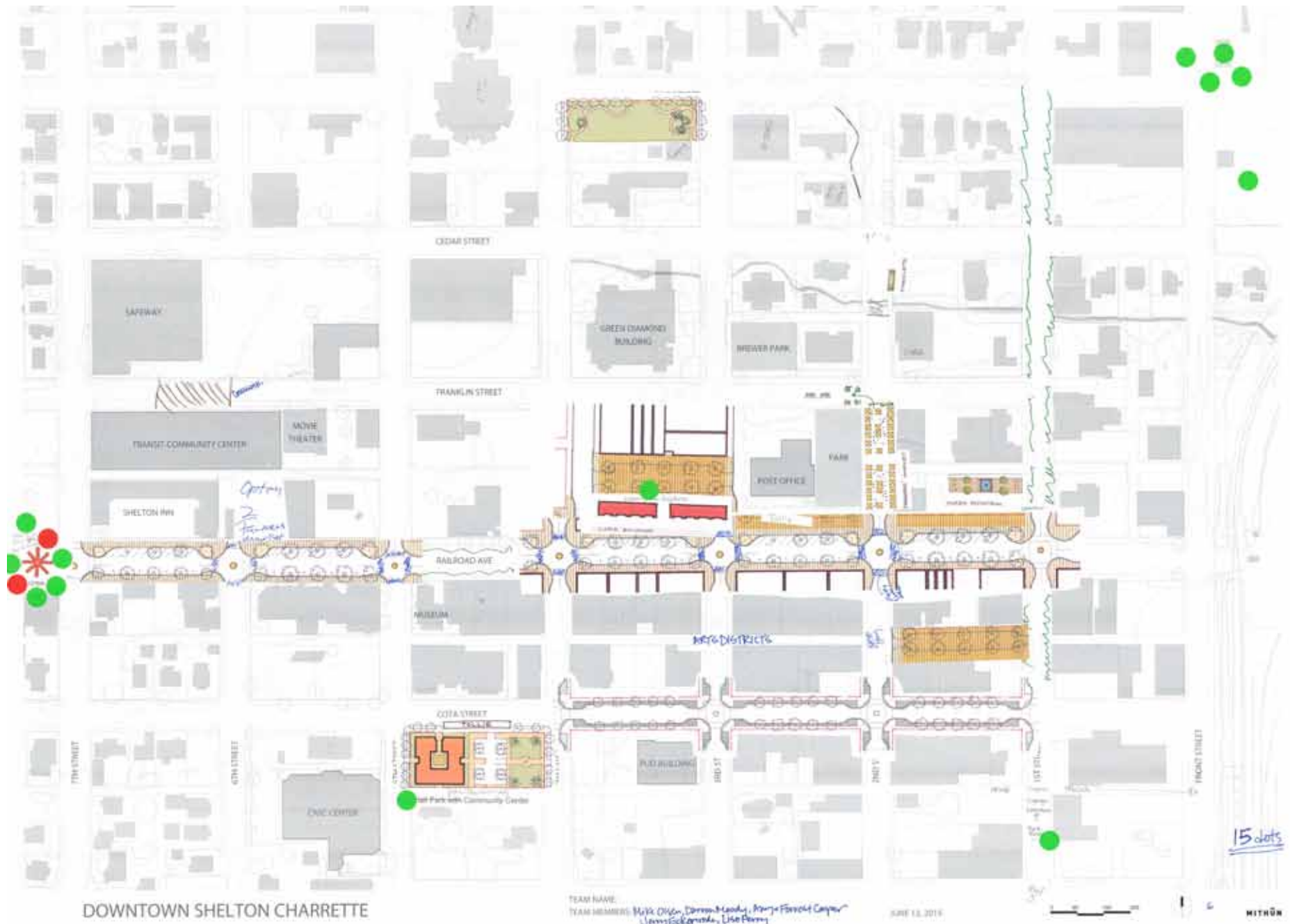
Community Charette

Group 6 Design Plan

This community design plan features a Railroad Avenue traffic diet to 2 lanes, back-in angle parking, slowing traffic coming off Highway 101 with a large roundabout on Railroad Avenue traffic at 10th Street, creating an archway or entry sign to downtown, providing liner buildings in the Evergreen Square area that include a public restroom and visitor center, creating Green Streets at 7th and 1st Street between Cota and Pine Street, and creating a truck route at Grove Street to take trucks from the Mill down to Front Street and SR3. This group also discussed during their presentation connecting the Shelton Yacht Club running along SR3 to downtown.



Group 6 In Process



Group 6 Final Design Plan

Community Activities

Community Charette

Group 4 Design Plan

This community design plan features a Railroad Avenue as the core with traffic calming. The group demonstrated using multiple uses for spaces, such as angle parking near Evergreen Square that could also be used for farmers market booths and food trucks. The design also features landscaping on 1st Street, public restrooms, and alleys for multiple uses such as restaurants, gathering and art spaces. Tollie was also displayed as being relocated somewhere that made sense such as the terminus of Railroad Avenue adjacent to Front Street. Downtown housing, Civic Center Park, and Green Streets were also identified in the plan above.

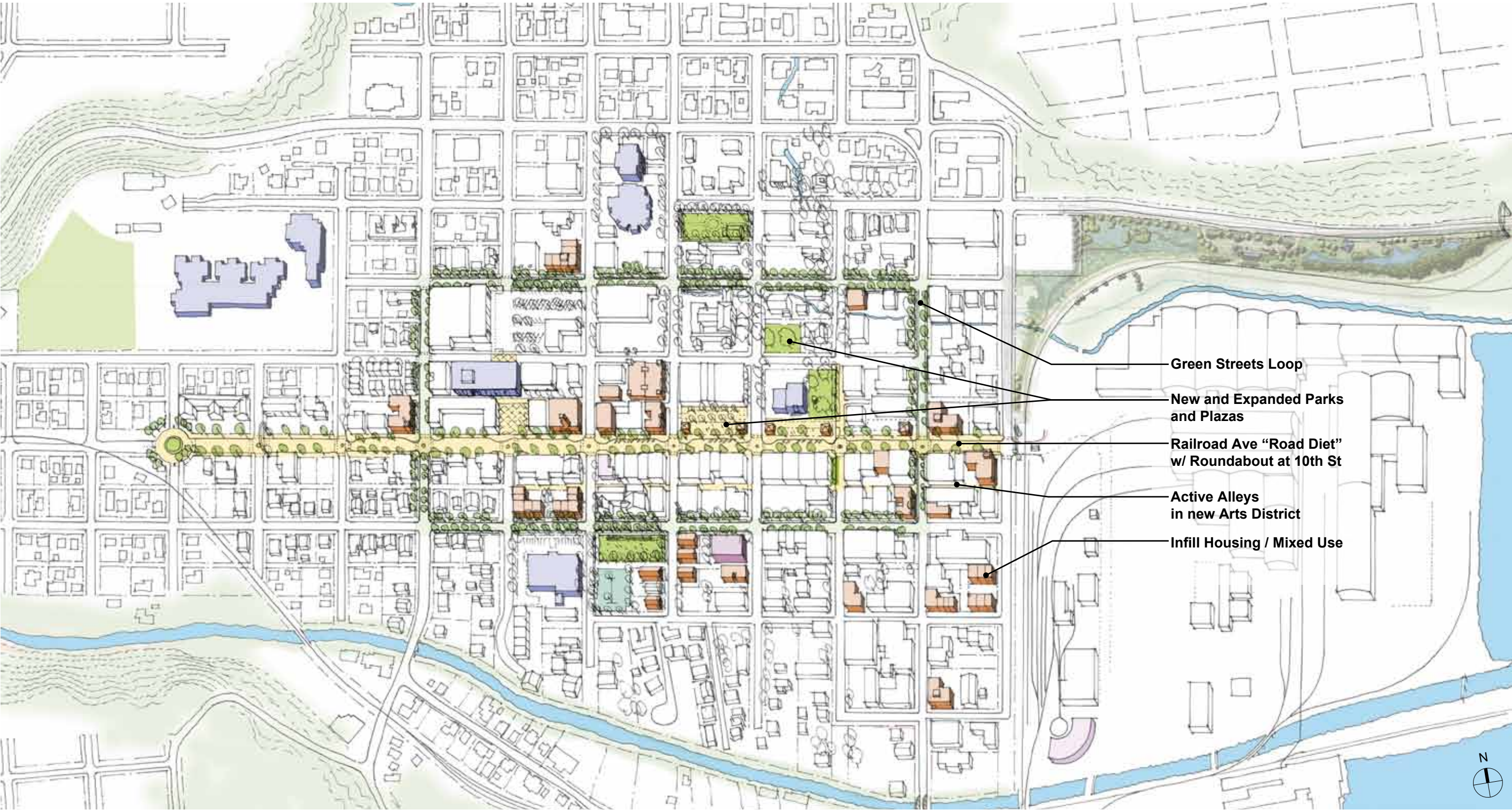


Group 4 In Process



Group 4 Final Design Plan

Downtown Vision Plan



Green Streets Loop

New and Expanded Parks
and Plazas

Railroad Ave “Road Diet”
w/ Roundabout at 10th St

Active Alleys
in new Arts District

Infill Housing / Mixed Use










Downtown Vision Plan

Overall Vision

The community’s vision is captured in an urban design scheme which incorporates the community priorities of street improvements, new public open space, active alleys, a Green Steets loop surrounding the heart of downtown, an Arts District, downtown infill housing, and improved gateways into town. The plan celebrates and enhances the historic street grid by improving the pedestrian experience with amenities to create a more vibrant, comfortable downtown experience for residents and visitors alike.

The vision is illustrated in two primary images—the illustrated downtown 3-D sketch on the previous page, and the diagrammatic overall downtown vision plan on this page. Separate components that make up the plan are described in more detail on the following pages.

Key

 Gateway	 Activated Alley	 Green Street Loop
 Park	 Arterial	 Historic District
 Infill Development	 Trail	 Arts District



Downtown Shelton Vision Plan

Downtown Vision Plan

Street Improvements

Street improvements that enhance the pedestrian experience have been proven to stimulate economic development. One example is in Downtown Lodi, California (population 63,000). A \$4.5 million investment to retrofit five blocks of downtown with wider sidewalks, extended curbs at intersections, a gateway arch, landscaping, street furnishings, and way-finding signs, combined with economic development incentives led to 60 new businesses, a drop in the vacancy rate from 18% to 6% and a 35% increase in downtown sales tax revenues. This work was completed in 1997 and economic improvements were measured in mid-2000.³ Another example is in Hamburg, New York (population 10,000). The \$23 million transportation project narrowed travel lanes, replaced traffic signals with roundabouts at four intersections, installed mid-block crosswalks, extended sidewalks, and installed on-street parking. The project increased automobile traffic by 24% but reduced crashes by 66%. An increase in business owner investments was seen and building permits rose from 15 in 2005 to 96 in 2010, while property values more than doubled.⁴

³Local Government Commission. Complete Streets Big and Small: A San Joaquin Valley Economic Development Tool. November 2015. Retrieved from: http://www.lgc.org/wordpress/docs/events/growing_your_local_economy/ssjvc2015_complete-streets-factsheet-February.pdf (July 2015)

⁴Ibid.



Bike Parking, Seattle, WA [Ehl, Larry. <http://www.transportationissuesdaily.com>]



Designated Bike Lane [Kaufman, Zachary. www.peopleforbikes.org. 2014]



Caddy's Alley, Georgetown, DC [<https://fizzandpheasant.wordpress.com>. 2014]



First Street, Livermore, CA [<http://www.preservationnation.org/main-street>]

Downtown Vision Plan

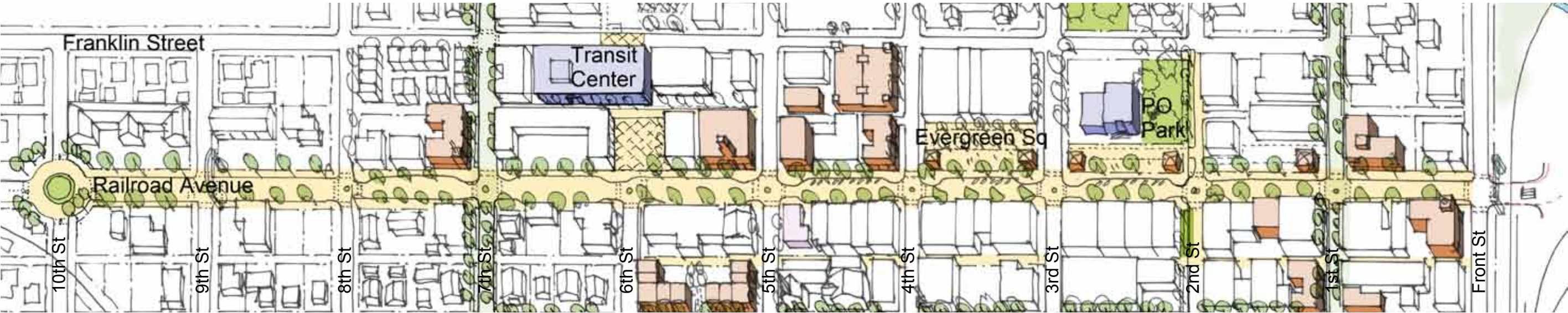
Street Improvements

Railroad Avenue Road Diet

Central to the community’s vision for a vibrant downtown is a “road diet” and other enhancements on Railroad Avenue from 1st Street to 10th Street. A road diet is defined as removal of travel lanes from a roadway and utilizing the space for other uses such as pedestrians, bikers, and parking. Road diets typically reduce a four-lane roadway to two through lanes with a third shared left-turn lane. Road diets have been shown to reduce crashes from 19 to 47 percent by reducing speeds and speed differentials of traveling vehicles. Road diets have the potential to improve safety, convenience and quality of life for all road users.⁵

The community imagined Railroad Avenue as a safer, quieter, and more pedestrian friendly thoroughfare that will also accommodate truck and parade routes. This is accomplished by narrowing the road bed with back-in angled parking on the north side of the right-of-way. Curb bulb-outs at the corners would be added, and the entire curb would be rebuilt. Mini-circles at each intersection from 1st to 10th Streets also contribute to the road diet. Wider sidewalks are envisioned to host sidewalk seating for restaurants on the south side of the street, and street trees and amenities such as benches, trash receptacles and bike racks are also proposed.

⁵ U.S. Department of Transportation Federal Highway Administration. Road Diet Informational Guide. November 2014. Retrieved from: http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf (July 2015)



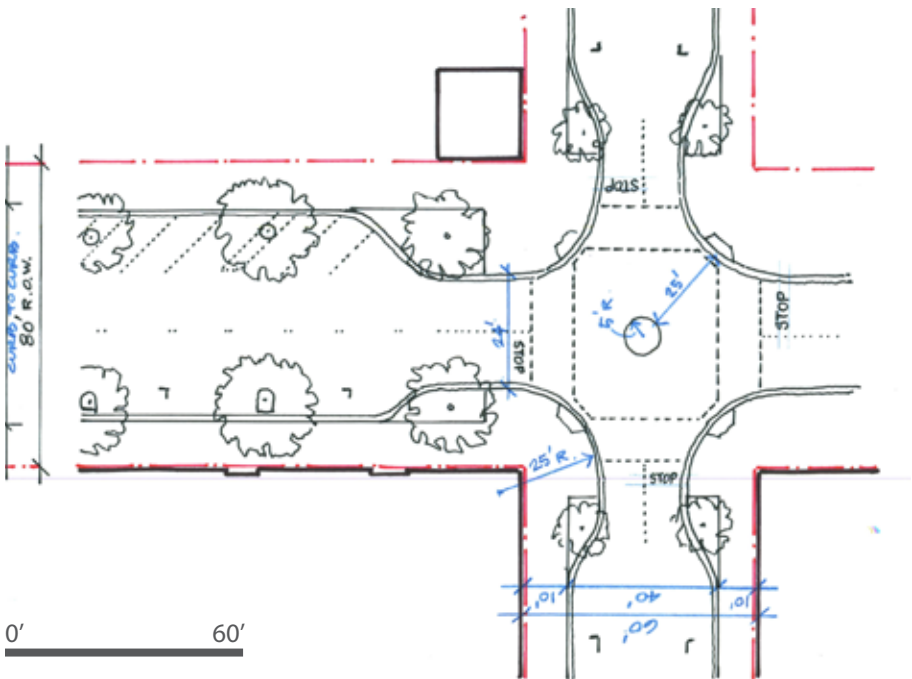
Railroad Avenue Road Diet

Downtown Vision Plan

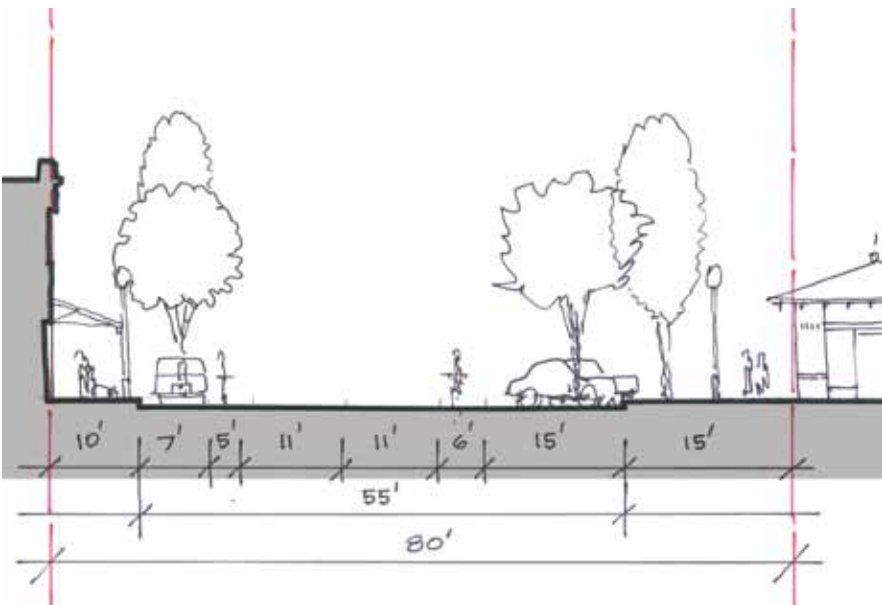
Street Improvements

Railroad Avenue Road Diet

This plan shows the proposed reconfiguration of Railroad Avenue. It reduces the number of travel lanes from two in each direction to one and introduces both mini-circles at each intersection and bulb-outs at the cross walks. According to the WALC Institute’s findings these will help slow traffic to below 20 mph while improving traffic flow and shorten the crosswalk distance for pedestrians. The two travel lanes are reduced in dimension to 11’ each, with a bicycle friendly transition zone on the outside of each lane, and on-street parking. Parallel parking is retained on the south side but is reconfigured as back-in angled parking on the north side. Back-in angled parking is safer for cyclists, accommodates more vehicles than traditional parallel parking, is a simpler maneuver for drivers, and provides easier rear loading opportunities from the sidewalk for pedestrians and drivers. On-street parking in general also provides a buffer between pedestrians and automobile traffic and creates a more pleasant pedestrian environment.⁷ The parking areas can be a shared use zone capable of being used for outdoor restaurant seating as well as parking. New street trees are shown in the parking zones to enhance the opportunities for shade and to reduce the apparent width of the street.

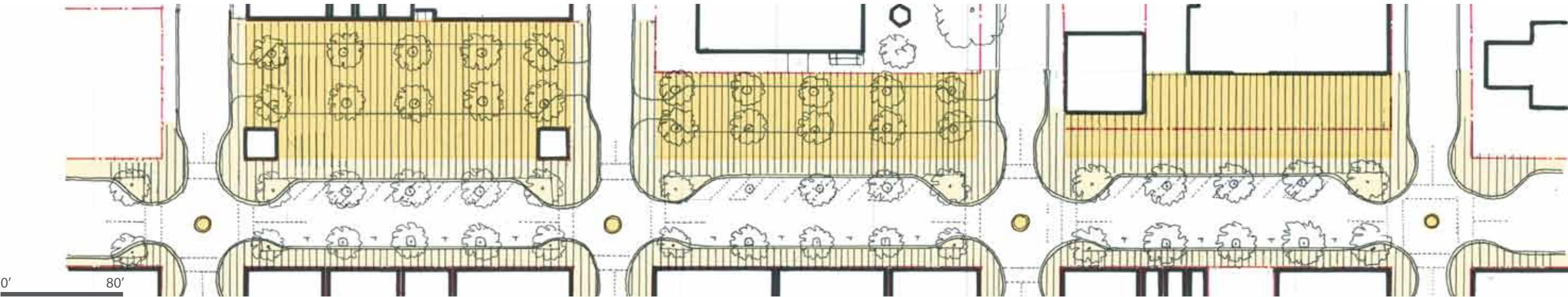


Dimensioned Plan



Dimensioned Section

⁷ Smart Growth America. Complete Streets: Guide to Answering the Costs Question. Retrieved from: <http://www.smartgrowthamerica.org/documents/cs/resources/cs-answering-the-costs-question.pdf> (July 2015)



Diagrammatic Plan

Downtown Vision Plan

Street Improvements

Railroad Avenue Road Diet

The image above shows existing Railroad Avenue at 3rd Street facing west with the proposed street improvements. The image below shows the same intersection with a mini-circle, enhanced bulb-outs, reduced travel lanes, angled back-in parking and new street trees. A pair of new pavilions are shown marking the corners of Evergreen Square together with new paving to encourage its use for activities such as a farmers market or festivals.



Railroad Avenue Road Diet - Before



Railroad Avenue Road Diet - After (showing Mini-Circles)

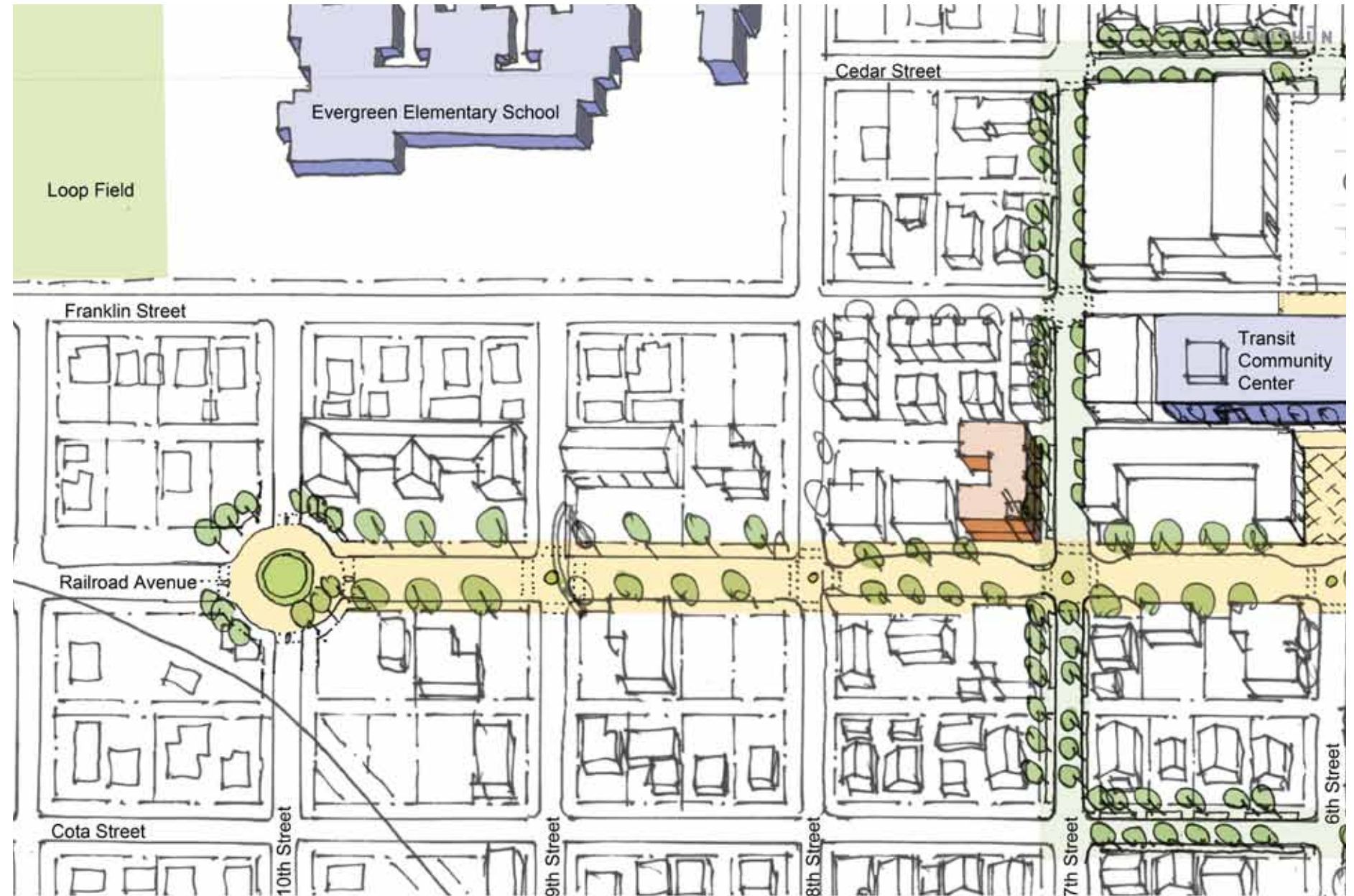
Downtown Vision Plan

Street Improvements

Railroad Avenue Roundabout

A larger roundabout at 10th Street is proposed as a gateway to downtown from the west to create a sense of arrival into downtown Shelton. This roundabout would incorporate inner and outer rings to accommodate trucks. Trucks would drive over the flatter outer ring, and cars would go around it. Roundabouts have been shown to improve safety and traffic flow. Drivers slow down to enter the roundabout, but are not required to stop. This promotes less congestion on roads, while lower speeds reduce collisions. Roundabouts that replace stop signs or signals have shown a 37% decrease in overall collisions and a 75% decrease in injury collisions.⁶

⁶ Washington State Department of Transportation. Roundabout Benefits. Retrieved from: <http://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm> (July 2015)



Roundabout and Mini-Circles on Railroad Avenue

Downtown Vision Plan

Street Improvements

Temporary Street Transformation Ideas

The community has prioritized a temporary installation of some road diet elements on a portion of Railroad Avenue in the near future to catalyze the immediate effect that a street renovation can have. The images at right provides an example of a temporary street transformation that demonstrates the reduction of travel lanes.

The drawing at bottom right shows how to demonstrate the reduction in travel lanes and the introduction of mini roundabouts, angled parking and corner sidewalk bulb-outs can be accomplished. Within the 60' curb-to-curb dimension, it is possible to accommodate two 11' wide travel lanes with 3' wide bicycle-friendly transition zones on either side. Parallel parking is shown on the south side and back angled parking is shown on the north side. The bulb-outs at the intersections all have a 25' turning radius. The mini-roundabouts maintain a 25' travel radius.

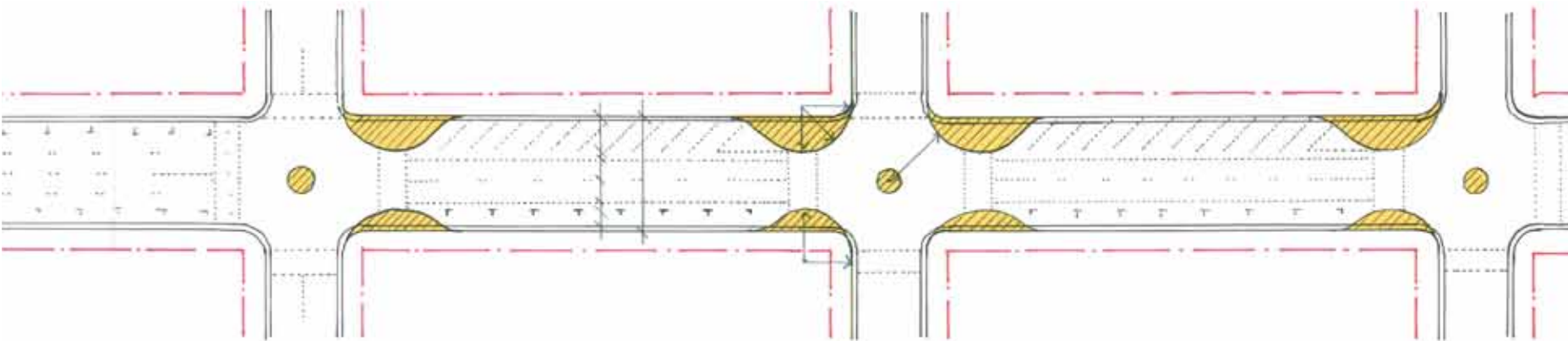


Temporary Street Transformation, Kansas City “Better Block” Project

[<http://betterblock.org/kansas-city-better-block-a-success/>. 2012.]



Painted Bulb-Outs, San Francisco, CA [Fischer, Eric. <https://twitter.com/enf/>]



Temporary Street Transformation Ideas

Downtown Vision Plan

Street Improvements

Green Streets Loop

A Green Streets Loop is proposed to encircle Downtown. It would run along Cedar Street from First to 7th Street, down 7th Street to Cota and back up First Street. The Green Streets would include green storm water infrastructure in their rights-of-way, such as rain gardens and new street trees. Rain gardens would serve to capture storm water runoff from the roadway through breaks in the curb. Water is then cleansed and the rainwater surge slowed through a filtering process with planting in the garden before eventually passing into the city storm drains.

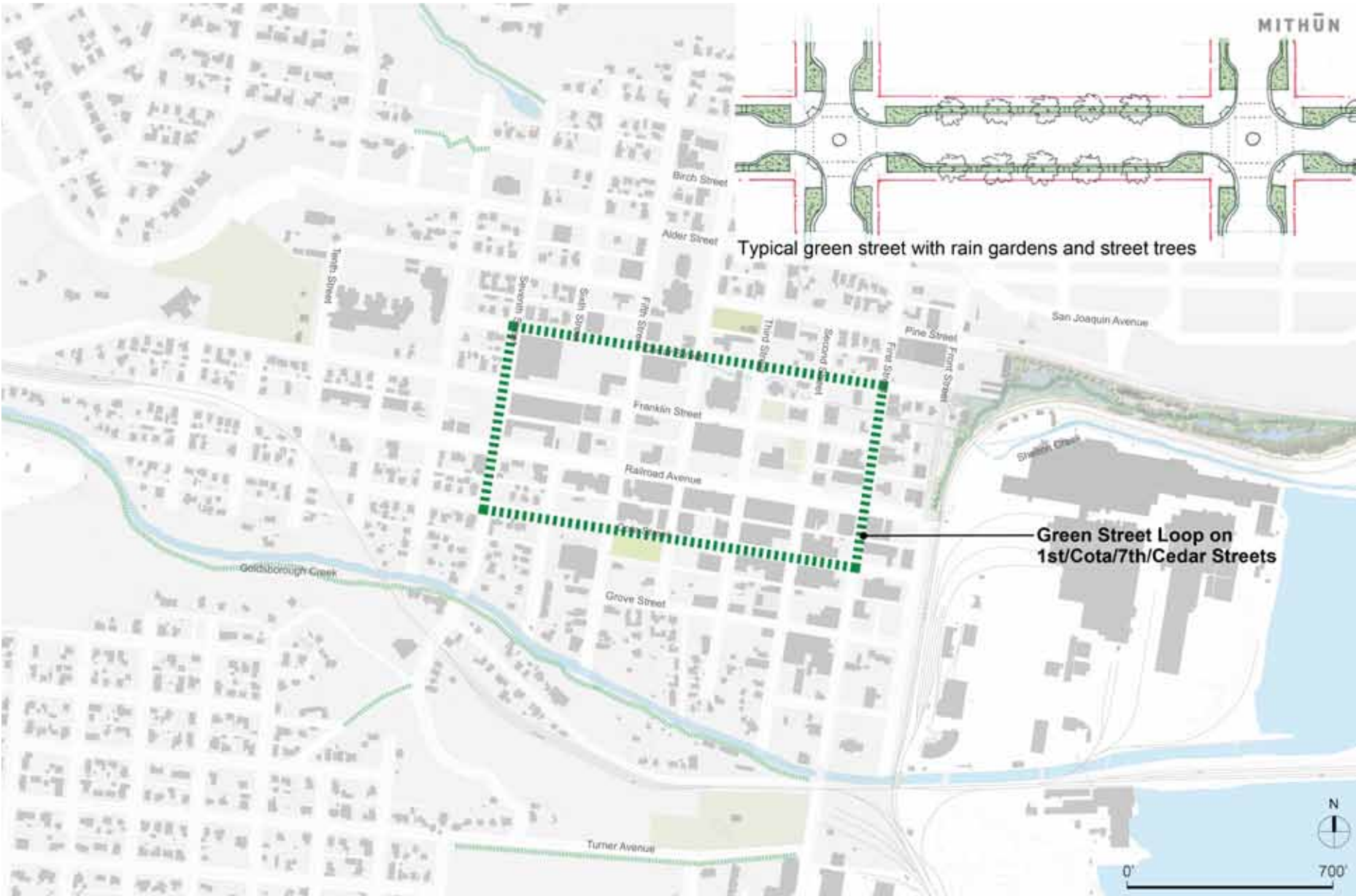
The creek that currently runs in a pipe under the Cedar Street right-of-way is shown day lit between 4th & 5th Streets. A pocket park could be developed in the vacated right-of-way, which is adjacent to Mason County facilities to the north. Green stormwater infrastructure enhancements could be incorporated into the park design, as well as the pocket park proposed on Pine Street between 3rd and 4th Streets. The green loop is intended both to beautify the area around Railroad Avenue and to help improve storm water runoff and flooding issues in the downtown core.



Rain Garden & Stormwater Infrastructure Examples

[Perry, Kevin Robert. NE Siskiyou Green Street, Portland, Oregon. <http://content-usa-today.blogspot.com/2008/02/hyperlocalizing-hydrology-in-post.html>]

[Perry, Kevin Robert. Bureau of Environmental Services, City of Portland. <https://www.portlandoregon.gov>]



Green Stormwater Streets

Downtown Vision Plan

State Route 3, Connections to Water

State Route 3

While much of the community discussion centered on Railroad Avenue as a main street, many pointed out the importance of improvements on SR3 as the primary route into and out of town from the north and south. Street tree planting and sidewalk improvements are shown in the vision plan at the beginning of the narrative. Improving pedestrian and bicycle access along SR3 would also be advantageous for the community, both in terms of enhanced safety and increased opportunities for physical activity for residents and visitors. The City has been working with other stakeholders to construct a park & ride lot at the north SR3 entryway into town, along with a boardwalk and sidewalk that would ultimately provide a multi-modal connection between the Oakland Bay Marina to the east and downtown Shelton to the west. Many community members have indicated that they would like to see better lighting and way-finding signs along this corridor. In addition to improving safety, these actions would create a more inviting corridor to downtown, causing more travelers to stop and enjoy the waterfront and downtown amenities.

Connections to Water

Accessibility to Oakland Bay is a high priority on the long term goals list created by the community. The vision plan does not indicate how this would happen, but the City is interested in working with other stakeholders to make this community desire a reality. Additionally, there has been discussion about establishing a path or walkway connecting the north side of Oakland Bay to Eagle Point, located on the southern shore of Oakland Bay. The Port of Shelton, Simpson Lumber Company, Simpson Timber Company, the Squaxin Island Tribe, Mason Conservation District, the South Puget Sound Salmon Enhancement Group, and others, have partnered to undertake a massive habitat restoration project in Shelton Harbor that will result in enhanced ecological function and improved aesthetics and public access. A new concrete boat ramp at the marina is included in the design. Eagle Point, at the south boundary of Oakland Bay, is expected to be sold by the Port to an entity that would place the property in permanent conservation status, which may include a passive public access park with walking trails and a kayak launch. These improvements to connect downtown to the waterfront will provide more amenities to both residents and visitors wishing to spend time in Shelton.



Aerial view depicting the City of Shelton adjacent to Oakland Bay

[<https://www.google.com/maps/place/Shelton,+WA>]

Downtown Vision Plan

Public Open Spaces

The vision plan illustrates the high level of community interest in creating new or improving upon existing open spaces downtown. There is a desire for wide-ranging uses in the parks, and an interest in the flexibility of each to accommodate a range of activities such as the farmers market, food truck seating or music. The vision plan above shows four new or improved open spaces, including a new Pine Street Park, an expansion to Post Office Park, a new Parklet at 2nd Street and Railroad Avenue, and a new Civic Center park. The community also identified connections to the waterfront, which is discussed in the Waterfront section below.

Parklets

A new parklet (a small park with the dimension of a parking space) is proposed in the 2nd Street right of way at the corner of Railroad Avenue to increase lingering/seating possibilities on the south side of Railroad Avenue. The parklet is envisioned to be deep enough to convert this block of 2nd Street into a northbound one-way street from Cota Street.



Parklet, Seattle

[Garland, Alex. <http://www.seattle.gov/transportation/docs/parklets/Parklet%20Handbook.pdf>]



Downtown Parks and Trails

Downtown Vision Plan

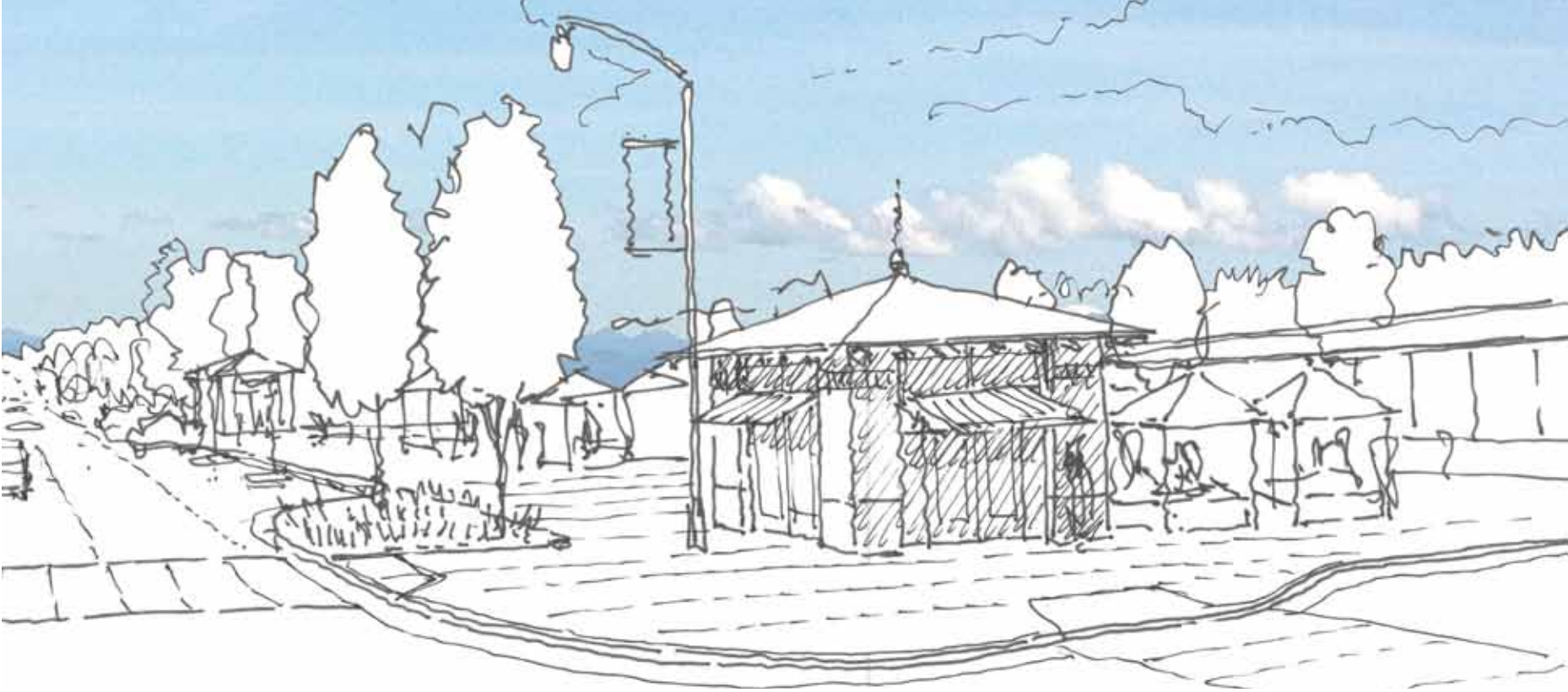
Public Open Spaces

Evergreen Square

In order to make it useful for a range of activities, the current parking lot called Evergreen Square is shown as transformed into a true square with flush special paving, trees, a small public restroom liner building, and the relocated clock tower (relocating the clock tower was discussed by community members should Tollie be relocated to Evergreen Square). Parking could still be accommodated in the square on normal days. On special activity days, the flush paving would allow for the setup of food trucks, farmers market or other activities.

Public Restrooms

The community expressed the need for public restrooms to be located downtown. Ideal locations would be proximate to areas where the farmers market and food truck pods may be located. The Vision Plan shows small restroom structures in liner buidlings located in Evergreen Square near Railroad Avenue.



Evergreen Square



Evergreen Square and Railroad Avenue

Downtown Vision Plan

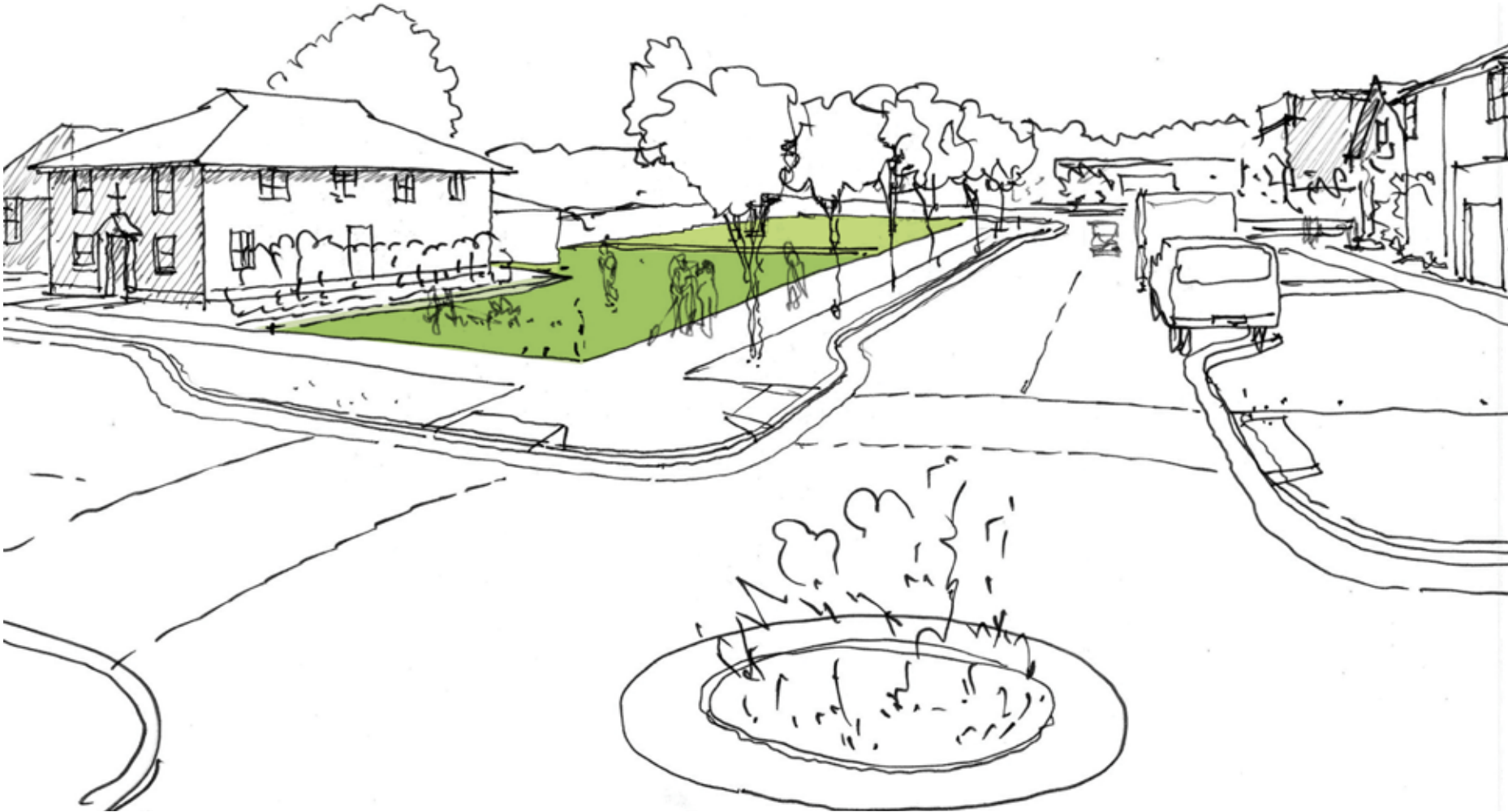
Public Open Spaces

Pine Street Park

Located along Pine Street between Third and Fourth Streets, Pine Street Park is envisioned to convert underutilized County-owned land into green space. The existing Rectory building could be maintained or re-purposed for community use. The park had great support from many groups at the charette. More detail on what uses are most appropriate in the park should be undertaken with community input during the park design process.



View of Existing Location for Pine Street Park



View of Pine Street Park



Pine Street Park

Downtown Vision Plan

Public Open Spaces

Civic Center Park

A new park at the location of the existing parking lot east of the Civic Center is envisioned as a landscaped park, possibly with sports activities such as basketball. The derelict house on the site would be demolished and new parking would be built on the south half of block.



View of Existing Location for Civic Center Park



Civic Center Park



View of Civic Center Park

Downtown Vision Plan

Public Open Spaces

Post Office Park Expansion

Prior to the summer of 2015, Post Office Park was home to many music nights for musicians and bands. Music nights have since moved to Kneeland Park, but here the popular Post Office Park is envisioned as expanded into the 2nd Street right of way in order to accommodate larger events, including music.



View of Existing Post Office Park



Post Office Park Event [Grigg, Phil. <http://sheltonskookumrotary.org>]



Post Office Park



View of Post Office Park Expansion

Downtown Vision Plan

Tollie

There is much debate in the community about the eventual location of the beloved “Tollie” locomotive. Currently located in front of the Post Office building on Railroad Avenue, it is in need of weather protection to arrest rusting. While the Vision Plan shows Tollie in a new Roundhouse Museum at the Mill, it could be accommodated in three other possible places: kept in its current location, moved to the renovated Evergreen Square, or moved to the eastern terminus of Railroad Avenue. In addition to protecting Tollie from the elements, moving it away from its current location will highlight the historic Post Office building and create more usable space along Railroad Avenue.



Group 4 Charette Plan showing Tollie at the end of Railroad Avenue



Tollie in Downtown Shelton

[Weeks, BL.. https://commons.wikimedia.org/wiki/File:Simpson_Logging_Locomotive_No_7.jpg. 2012.]

Downtown Vision Plan

Transit & Community Center Improvements

The new Transit Community Center is celebrated in the Vision Plan with connections to north and south adjacent parcels. A new raised table crosswalk across Franklin Street to Safeway allows for safer crossing at this busy bus street. And the alley behind the Shelton Inn is shown as an improved alley, better connecting the Transit Center to Railroad Avenue. The current building pictured below (previously an optometrists office and currently owned by the Transit Center) is envisioned as demolished and its lot converted into a flexible grasscrete parking lot that could accommodate evening movies or other flexible uses such as the farmers market. Grasscrete is a cast-in-place concrete product that has a pattern of voids filled with stone or grassed soil that allows water to pass through the concrete. It creates a sustainable park-like quality while also supporting cars. The final design should incorporate low-impact stormwater features, pedestrian amenities as well as the necessary utility and service elements, such as enclosures for trash and recycling containers, within the improved alley.



Looking Towards Existing Transit Community Center from Railroad Avenue



Plaza Parking and Crosswalk at Transit Community Center

Downtown Vision Plan

Arts District

Centered along Cota Street between Front and 5th Streets, an Arts District is proposed to bring new life to the area south of Railroad Avenue which already houses several galleries, including Off the Walls, Art Talks, and Gallery Girrlzz. Art Walk events, popular in many cities on the west coast, would occur along the District’s streets, retail storefronts and activated alleys (described below). Branding with banners, sculptures, murals, and special artistic street furnishings (such as trash receptacles and benches) would help to achieve a cohesive feel to the area. Artist housing is shown in the Vision Plan.



Annapoli s Art Walk [http://www.artinannapolis.com/artwalk.html]



Arts District

Downtown Vision Plan

Active Alleys

There was tremendous community interest in activating the alleyways downtown—it was targeted as a 100-day goal. The Vision Plan shows alleys behind Railroad Avenue between 1st and 5th Streets as inviting, safe and clean public space used for multiple purposes such as restaurant seating, gathering space, or art space. Dumpsters would be located to the end of the alley, and improved pedestrian amenities, lighting and paving would be added. Crosswalks between alleys could contribute to the pedestrian amenities along the alleys, connecting them together on regular days and for special events such as the new Art Walk. Low-impact stormwater features could also be implemented, as well as the necessary utility and service elements, such as enclosures for trash and recycling containers, within the improved alley.



View from Parking Lot looking into Alley, Shelton



Plazas and Active Alleys

Downtown Vision Plan

Active Alleys



Alley, Fort Collins [Spark Logix Studios. <http://www.onlinedevco.com/100-reasons-love-fort-collins/>]



Shelton Community Members Tour Exiting Alley, April 12 Walking Audit



View of Existing Alley



View of Active Alley

Downtown Vision Plan

Housing

New infill housing is shown as part of the Vision Plan. Adding density where streets and utilities already exist is a way to revitalize the downtown shopping district, and to avoid sprawl outside of town. Accommodating more people living within walking distance to the businesses and services downtown could be a successful way to help sustain existing businesses and even generate new ones. Whether targeted for seniors, millennials or artists, new housing is desired by the charette participants to be two-to-three stories, as was targeting the area to the south of Cota Street for the new housing.

The City of Shelton already supports infill development through the Comprehensive Plan (2007 Updates) and design code standards. The Comprehensive Plan states that infill development should be coupled with the conservation of existing buildings and should “complement the local flavor of neighborhoods”. The design codes ensure that new development is consistent with current land uses and preserves Shelton’s small town character.⁸

For communities with high vacancy rates, the market alone cannot spur significant infill development. For strategies to spur infill development through policy, codes, and financing see the U.S. Environmental Protection Agency report: Attracting Infill Development in Distressed Communities – 30 Strategies (http://www2.epa.gov/sites/production/files/2015-05/documents/fresno_final_report_042215_508_final.pdf)

⁸ City of Shelton Design Standards. Chapter 20.64.



Left: Apartments around Courtyard, Issaquah, WA
[ZHome. <http://living-future.org/case-study/zhome>]

Right: Pocket Neighborhood Courtyard Housing, Ross Chapin Architects
[http://www.huffingtonpost.com/2012/12/07/pocket-neighborhoods-ross-chapin_n_2259045.html]



Infill Development Options

Downtown Vision Plan

Gateways to Shelton

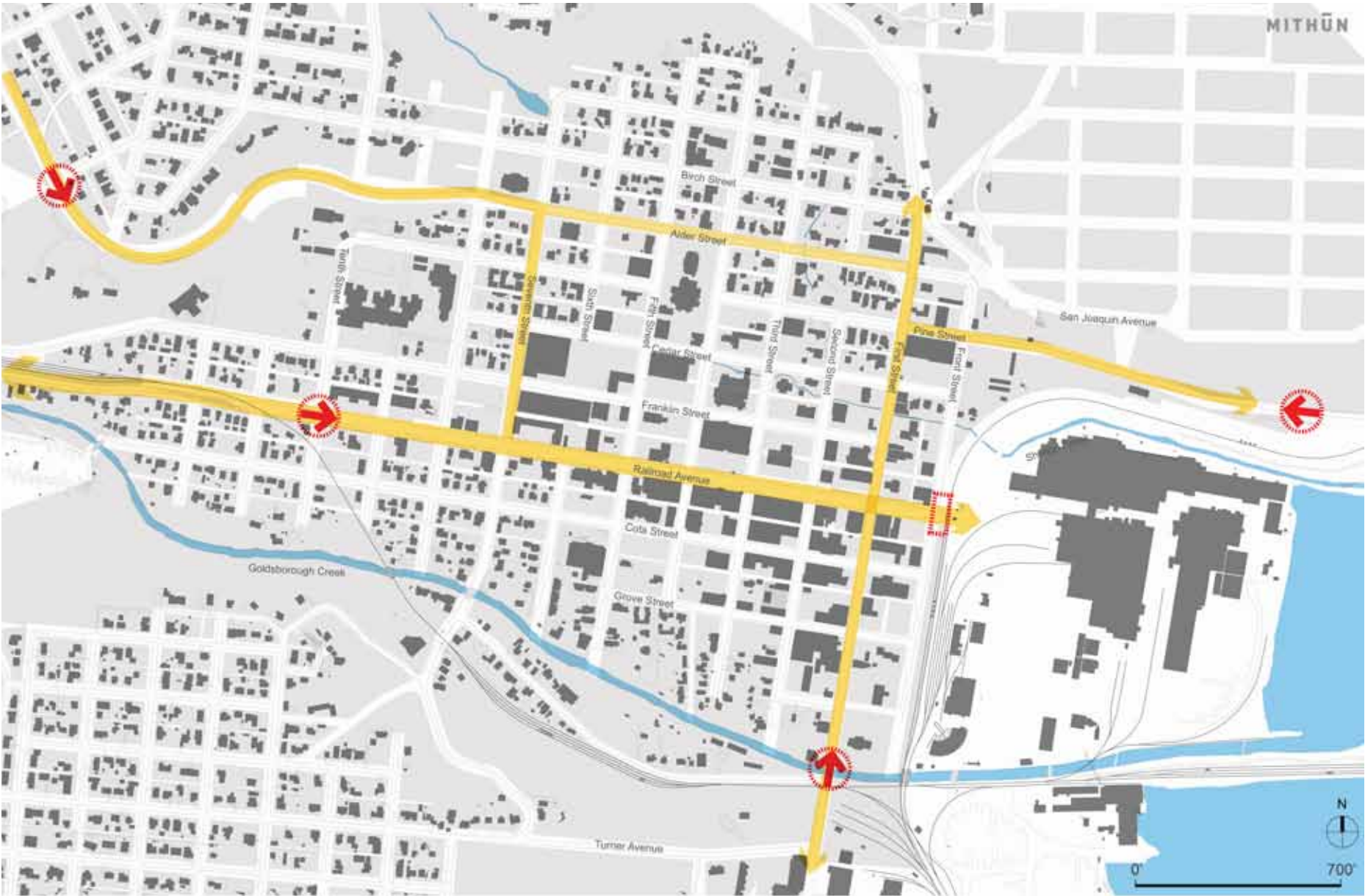
There are multiple opportunities to welcome visitors to Shelton from several directions. To create a sense of arrival, the Vision Plan locates improved gateways in three downtown locations: building a roundabout at Railroad Avenue, accenting a celebrated bridge, and painting a railroad overpass along southbound SR3/Pine Street near the Shelton Yacht Club. In addition to these locations, signage should be located along Highway 101 to highlight Shelton’s entry points (exits) from the freeway.



Planter with Signage [\[http://www.insidebainbridge.com\]](http://www.insidebainbridge.com)



Gateway Arch [\[http://www.growgonzales.com\]](http://www.growgonzales.com)



Downtown Gateways

Downtown Vision Plan

Programs

Farmers Market

There is interest in finding a permanent home for the existing farmers market. The community identified a few locations, including Post Office Park, the new Evergreen Square, or new Civic Center Park. Proximity to Railroad Avenue is important for visibility to the market, so the latter may be less viable.

Business Incubator

The community expressed interest in developing a technology incubator or “maker’s space” to help spur entrepreneurial business. 3D printers and more modern tools are desired in the space. Similar incubators have been successful in cities across the country, and allow people to start businesses or learn skills with the benefit of shared resources. One option for its location is in PUD#3 Building (in the Arts District) as shown in the Vision Plan, but it could be located in any office-like existing downtown building.

Food Trucks

Food trucks are an innovative and inexpensive way to bring great food and activity to the downtown core. Any parking area that can accommodate a few food trucks, seating, shade (and ideally restrooms) could be viable options for food trucks. But the ideal location would also be near Railroad Avenue to capitalize on its energy, so Post Office Park Expansion and Evergreen Square are targeted in the Vision Plan for this reason.

Mill Tour and History Museum

There is quite a bit of community interest in gaining more public access to the planned Sierra Pacific Sawmill via tours or through the creation of a museum. This should be negotiated with Sierra Pacific, but is shown in the Vision Plan as an aspirational item. If the City was able to acquire the Simpson Railroad Roundhouse, it is a goal to create a Museum at the Mill for tourism and educational pursuits. Tollie could then be housed as a showcase piece within or adjacent to the museum.



Farmers Market Port Townsend, WA [Rogers, Joel. Joelrogers.photoshelter.com]



Food Truck Pod [Sivin, Margo.EDFW]



Current PUD #3 Building



Simpson Mill and Roundhouse [Blake, R.J. <http://www.steammachine.com>]

Recommended Next Steps



Fort Worth Arts Festival Banners [<http://www.mainstreetartsfest.org/>]



Flexible Main Street [Freedman Tung + Sasaki. <http://www.ftscities.com>]

There is a multitude of desired elements that have emerged from the community planning process. Where to begin regarding implementation will depend on the City of Shelton’s planning process, funding availability, and the community’s willingness to remain engaged. The 100-day, mid-term, and long-term goals identified by the WALC Institute provide reasonable guidelines for what’s achievable in each time frame. Some of the elements, such as traffic roundabouts and mini-circles will require traffic studies if altering truck routes is required. Other elements, such as beautifying alleys and creating restaurant and art spaces can be implemented by the community members with little planning and investment. The community vision should be implemented as a phased plan. Leads for implementing components of the vision and ideas for funding and addition resources are identified below.

City of Shelton Implementation

The City of Shelton plans to incorporate recommendations from this process into the 2015 Comprehensive Plan updates. This document will guide planning efforts for the future. The City will then need to determine how to fund planning improvements, which can depend on tax revenues, bond measures, federal transportation funding, federal funds for lighting and pedestrian and bicyclist safety, or state grants.

The City of Shelton should also consider using the concept of tactical urbanism in implementing recommendations. Tactical urbanism is an umbrella term used to describe a collection of low-cost, temporary changes to the built environment, usually in cities, intended to improve local neighborhoods and city gathering places. An example might be temporarily using hay bales and paint to divert traffic to create “parklets” or sidewalk café space. Streetplans.org is a great resource for tactical urbanism ideas, including link to downloadable e-books of inspiration.

Community Implementation

Community members or organizations such as the Shelton-Mason County Chamber of Commerce can take responsibility for implementing components of the plan. Community groups such as service clubs could sponsor an alley beautification program, with children participating in painting murals or street lights. The Chamber of Commerce could then promote nights out in the alley with participating restaurants. The Historic Preservation Board or other organizations could take the lead on pursuing a museum at the roundhouse and seek funding from state or federal agencies.

External Partners

Community partners such as Forterra have a mission-related interest in supporting the revitalization of downtown Shelton. Forterra will continue to pursue private foundation or government grants that could support the implementation of community related projects, such as the building of a welcome archway to downtown. Forterra has been successful in bringing resources to communities, such as a grant to the Makah Tribe in Neah Bay for the building of a beach front community pavilion.

Recommended Next Steps

Costs of Implementation

One of the challenges to implementing concepts from the Action Plan detailed throughout this report will be costs. Jurisdictions such as Charlotte, North Carolina have been able to convert four-lane undivided roadway into two travel lanes, a center turn lane and two bicycle lanes for \$250,000 - \$300,000 (project was completed in conjunction with resurfacing – approximately \$40,000 - \$50,000 attributed to conversion of road cost). Redding, California improved pedestrian safety and comfort with six curb extensions and two refuge islands for \$40,000. However, costs for infrastructure can greatly vary from city to city and state to state. The following table summarizes cost information for pedestrian and bike infrastructure improvements from cities and states across the United States. A range of costs is included to provide decision makers and community members with a general idea of what implementation of recommendations will require.

The following cost estimates are assumed to include engineering, design, mobilization, and furnish and installation costs:

⁹Smart Growth America. Complete Streets: Guide to Answering the Costs Question. Retrieved from: <http://www.smartgrowthamerica.org/documents/cs/resources/cs-answering-the-costs-question.pdf> (July 2015)

¹⁰UNC Highway Safety Research Center: Prepared for the Federal Highway Administration. Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. October 2013. Retrieved from: http://www.wsdot.wa.gov/NR/rdonlyres/B17848CF-3D69-4151-972A-2C66DECDC2EC/0/CountermeasureCosts_Report_Nov2013.pdf. (July 2015)

Infrastructure	Description	Median	Average	Minimum	Maximum
Bicycle Parking	Bicycle Rack	\$540	\$660	\$64	\$3,610
Curb Extensions	Extension/Choker/Bulb-out	\$10,150	\$13,000	\$1,070	\$41,170
Roundabout/ Traffic Circle	Roundabout/ Traffic Circle	\$27,190	\$85,370	\$5,000	\$523,080
Gateway	Gateway Sign	\$350	\$340	\$130	#520
Gateway	Gateway Structure/Street Spanning Arch/Columns	\$15,350	\$22,750	\$5,000	\$64,330
Lighting	Streetlight (Each)	\$3,600	\$4,880	\$310	\$13,900
Street Trees	Per Tree	\$460	\$430	\$54	\$940
Street Trash/Recycling	Per Receptacle	\$1,330	\$1,420	#310	\$3,220
Striped Crosswalk	Per Crosswalk	\$340	\$770	\$110	\$2,090
*Estimated Costs Obtained from the UNC Highway Safety Research Center ¹⁰					

Conclusion



Paul Bunyan Parade

[<http://kmasnewsradio.com/news/local-state-news/23244-paul-bunyan-parade-results>]

Throughout the visioning process, community members were clearly supportive of measures to revitalize downtown Shelton. The vision of the community includes a vibrant Railroad Avenue that features thriving street level shops, housing, public spaces, and beautification. Downtown Shelton is envisioned as a place that visitors will have a reason to get off Highway 101 to visit, with attractions listed on signs from the highway, and clear welcoming arches or signage indicating when a person has arrived at the Downtown Shelton destination. In revitalizing downtown, it is important to the community that historic traditions are retained, such as using Railroad Avenue for annual parades and retaining the Tollie in a public and relevant space. Community members want downtown to be a place they have a reason to visit, with farmers markets, art districts, restaurants, outdoor music, and parades. Slowing traffic down on Railroad Avenue through reducing speed limits, reducing the number of traffic lanes, and installing roundabouts and mini-circles will make the street a more inviting place for pedestrians. Towns with lower speed limits on their main streets have been proven to have more visitors and higher retail dollars. Revitalizing the downtown through an aesthetic and utilitarian approach for users will in turn promote more visitors, spurring more investment. Implementing the proposed recommendations will be an ongoing process, but this community vision provides a clear path forward for desired revitalization.

SUF

SOUND URBAN FORESTRY, LLC

Appraisals ~ Site Planning ~ Urban Landscape Design and Management
Environmental Education ~ Environmental Restoration ~ Risk Assessments

9/2/2021

City of Shelton
Mike Albaugh, Public Works Superintendent
525 Cota Street
Shelton, WA 98584

RE: Railroad Ave Street Tree Assessment

Mr. Albaugh:

Upon the request of the City of Shelton, I have conducted an assessment of the street trees located along Railroad Ave., between 1st and 8th Streets. I was asked to provide the findings of my evaluations and recommendations regarding removal and replacement. I visited the site and met with the City's Street Field Supervisor, Todd Rhodes on August 17, 2021. Per his request, I also included trees along Cota Street and any privately owned trees within these areas that are causing damage to City infrastructure.

Street Tree Assessment

The following trees were assessed to document their conditions, infrastructure damage and need of mitigation. The trees listed in Table 1 are within City ROW while those in Table 2 present trees within private property that are causing damage. Please see the attached aerial for the locations and photos of the associated damage.

Table 1. Assessed Street Trees

Tree #	Species	DBH	Condition	Comments/ Sidewalk Damage
1	Chanticleer Pear	14"	Fair	Cracking and lifting the sidewalk by 1", previous grinding.
2	Chanticleer Pear	13"	Fair	Cracking and lifting the sidewalk by ½".
3	Chanticleer Pear	14"	Fair	Cracking and lifting the sidewalk by 1", previous grinding.
4	Chanticleer Pear	14"	Good	Lifting the sidewalk by 2" and pushing out curb. Previous grinding.
5	Chanticleer Pear	13"	Fair	Cracking and lifting the sidewalk by ½".
6	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 1 ¼", also cracking the curb.
7	Chanticleer Pear	15"	Good	Lifting the sidewalk by 2 ¾", previous grinding.
8	Chanticleer Pear	15"	Good	Lifting the sidewalk by 1 ¼", previous grinding.
9	Chanticleer Pear	12"	Good	Lifting the sidewalk by 1 ½" and lifting the curb by ½". Previous grinding.
10	Flowering Pear	5"	Good	Cracking and lifting the sidewalk by 1 ¾", cracking and lifting the curb by ¼".
11	Chanticleer Pear	10"	Fair	Lifting the sidewalk by 4" and cracking and lifting the curb by ½". Previous grinding.
12	Chanticleer Pear	9"	Fair	Lifting the sidewalk by 4", cracking and lifting the curb by 1 ½". Previous grinding.
13	Chanticleer Pear	13"	Fair	Cracking and lifting the sidewalk by 1", cracking and lifting the curb by ½".

Tree #	Species	DBH	Condition	Comments/ Sidewalk Damage
14	Chanticleer Pear	11"	Good	Cracking and lifting the sidewalk by 1", cracking and lifting the curb by 4", cracking the asphalt.
15	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 2", previous grinding.
16	Chanticleer Pear	14"	Good	Lifting the sidewalk by 4", cracking and lifting the curb by 1". Previous grinding.
17	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 3".
18	Chanticleer Pear	12"	Good	Cracking and lifting the sidewalk by ¼".
19	Chanticleer Pear	14"	Good	Cracking and lifting the sidewalk by 1 - 1 ¾", previous grinding.
20	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 2 - 4 ¼", previous grinding.
21	Chanticleer Pear	14"	Good	Cracking and lifting the sidewalk by 3", previous grinding.
22	Chanticleer Pear	13"	Good	Lifting the sidewalk by ¼ - ½", cracking the curb.
23	Chanticleer Pear	12"	Fair	Lifting the sidewalk by ¾".
24	Chanticleer Pear	12"	Good	Cracking and lifting the sidewalk by 1 ½", previous grinding.
25	Chanticleer Pear	13"	Fair	Cracking and lifting the sidewalk by 4 ½", lifting the curb by 1". Previous grinding.
26	Chanticleer Pear	10"	Fair	Cracking and lifting the sidewalk by 1".
27	Chanticleer Pear	17"	Good	Cracking and lifting the sidewalk by 4", pushing the curb out by 2 ½" and lifting by 3". Previous grinding.
28	Chanticleer Pear	13"	Fair	Lifting the sidewalk by 1", previous grinding.
29	Chanticleer Pear	13"	Fair	Cracking and lifting the sidewalk by 2-4", curb lifted and pushed out by 1". Previous grinding.
30	Chanticleer Pear	9"	Fair	Cracking and lifting the sidewalk by 1 - 1 ½", previous grinding.
31	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 4 - 4 ½", lifting curb by 1". Previous extensive grinding.

Tree #	Species	DBH	Condition	Comments/ Sidewalk Damage
32	Chanticleer Pear	13"	Good	Cracking and lifting the sidewalk by 1 ¼". Previous grinding.
33-38	Chanticleer Pear	7-9"	Poor to Fair	Cracking and lifting the sidewalk by ½ - 2 ½". Several curbs cracking and lifting by ½ - 2".

Table 2. Assessed Private Trees

Tree #	Species	DBH	Condition	Comments/ Sidewalk Damage
A	Upright Red Maple	19"	Good	Slight lift of sidewalk by ¾".
B	Upright Red Maple	16"	Good	Lifting sidewalk by 1 – 1 ¾".
C	Japanese Maple	20"	Fair	Lifting sidewalk by ¾", previous grinding.
D	Kwanzan Cherry	16"	Fair	Lifting sidewalk by 5", previous grinding.
E	Purple Plum	16"	Fair	Lifting sidewalk by ¼".
F	Kwanzan Cherry	26"	Fair	Lifting sidewalk by 1 ¾".
G	Kwanzan Cherry	20"	Fair	Lifting sidewalk by 1".
H	Kwanzan Cherry	26"	Fair	Lifting sidewalk by ½".

Summary of Findings and Prioritization

Based on the relatively young age of the street trees and the amount of associated damage already evident, I recommend the City develop a removal and replacement plan. I would advise against a root pruning/sidewalk repair project as this would be costly and only a temporary solution if these trees are retained. Additionally, the amount of necessary root pruning would likely jeopardize the health and stability of some of the trees, requiring eventual removal. Depending on the budget, a phased approach could be used to prioritize those trees causing the most damage and/or where mitigation such as grinding has already been applied. Those trees with less damage and no previous mitigation could be postponed by several years with grinding or patching. Using these parameters, I offer the following schedule.

Priority	Trees
High – removal and replacement as soon as possible.	1, 3, 4, 7, 8, 9, 11, 12, 15, 16, 19, 20, 21, 24, 25, 27-32
Medium – grind sidewalks for now, plan on removal & replacement in 3-5 years or as budget allows.	6, 10, 13, 14, 17, 26, 33-38
Low – grind sidewalks for now, plan on removal & replacement in 5-8 years or as budget allows.	2, 5, 18, 22, 23

Replacement Trees

In order to avoid future damage to the infrastructure it is recommended that the replacement species be more suitable for the site. This includes varieties with less aggressive, deeper rooting habits. My suggestions include the following:

- Frans Fontaine Upright Hornbeam, *Carpinus betulus* ‘Frans Fontaine’
- Princeton Sentry Ginkgo, *Ginkgo biloba* ‘PNI 2720’
- Firestarter Tupelo, *Nyssa sylvatica* ‘JFS-red’
- Sugar Cone Maple, *Acer saccharum* ‘Sugar Cone’

Please contact me if you should have any questions.

Professionally Submitted,



Kevin M. McFarland, Principal
 ISA Certified Arborist PN-0373 & ISA Tree Risk Assessment Qualified
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Locations of Assessed Trees



Photos of Associated Sidewalk & Curb Damage







Downtown Street Tree Discussion



Street Tree at Evergreen Square 2013



Street Tree at Evergreen Square 2022

Background

- The majority of the Downtown street trees are Chanticleer Pears that were planted in 1995.
- Over the last 9 years, the trees have more than doubled in size, and street tree roots have been lifting the sidewalk and street improvements near each tree.
- The Public Works Street Division has replaced some lifted sidewalk sections and has ground sidewalk panels adjacent to many of the trees.
- Last September the Street Division hired Sound Urban Forestry to perform an assessment of the downtown street trees. Page 5 of the assessment recommends that the City develop a removal and replacement plan for the street trees, as root cutting and sidewalk grinding/replacement are only temporary solutions to the problem.
- The arborist assessment report recommends four varieties of replacement street trees that have less aggressive and deeper rooting properties. The City would also install root barriers around the new trees to direct the roots downward.
- The preliminary estimated cost to remove and replace all 38 street trees and repair the damaged sidewalks is \$250,000.
- The October 2015 City of Shelton Community Vision & Action Plan, Downtown Revitalization, discusses the importance of street trees. New street tree locations are also identified to be added with the completion of road diet improvements, including median street trees.



Street Trees at 5th & Railroad Avenue

2015 Downtown Vision & Revitalization Plan

Downtown Vision Plan: Street Improvements

Railroad Avenue Road Diet

- *Removal of travel lanes and utilizing the space for other uses such as pedestrians, bikers, and parking.*
- *Reduce a four-lane roadway to two through lanes with a third shared left-turn lane to improve safety, convenience and quality of life for all road user*
- *Back-in angled parking on the north side of the right-of-way.*
- *Add curb bulb-outs at the corners and rebuild the entire curb.*
- *Mini-circles at each intersection from 1st to 10th Streets.*
- *Wider sidewalks for sidewalk seating for restaurants on the south side of the street.*
- *Street trees and amenities such as benches, trash receptacles and bike racks.*



2015 Vision Plan Concept 4th & Railroad Looking East

2015 Downtown Vision & Revitalization Plan



2015 Railroad Avenue at 4th Looking East (2 Lanes Each Way)



2022 Railroad Avenue at 4th Looking East (1 lane each way)

A portion of the “road diet” plan was completed in July of 2016 on from 1st to 8th on Railroad Avenue.

Additional improvements may be considered in the future, as budget allows.

Discussion:

1. Should staff move forward with a plan to remove and replace all the downtown street trees, as recommended by the Arborist? If so, should the removal be a block-by-block approach (spreads cost out over time), or replace all trees at one time (all tree heights match, less overall construction impact).
2. Four replacement trees varieties are identified in the Arborist Assessment. City staff are checking on the availability and cost of 3"-4" caliper trees of each variety, which are typically 8 to 12 foot tall. Two varieties should be installed in an alternating pattern, as a future disease could affect one or both types of trees. Tree information and pictures of the four trees identified by the Arborist are shown on the following slides.
3. Should staff consider additional improvements for the Railroad Avenue road diet, such as additional street trees, pocket medians, and pedestrian crossing bulb-outs?

Potential Future Steps:

1. Prepare a concept plan showing the existing and potential future road diet improvements, including a street tree addition and replacements, for Council consideration.
2. Further identify the cost for the identified project(s) and funding source(s).
3. Coordinate with Community members for their input and refine the project.
4. Propose the project as a part of the FY 2023 street capital improvement projects.

Recommended Downtown Street Trees:

Common Name	Scientific Name	Cultivar	Height (Ft)	Width (Ft)	Shape	Features/Considerations
Upright Hornbeam	<i>Carpinus Betulus</i>	Frans Fontaine	40	20	columnar	Grows well in full sun or deep shade. Very drought tolerant. Has golden-yellow leaves in the fall. Grows quickly, 20' tall in 10 years with an 8-foot width
Princeton Sentry Ginkgo	<i>Ginkgo Biloba</i>	PNI 2720	45	25	upright/narrow	Fruitless male Ginkgo with leaves turn a uniform golden yellow in autumn. Adapts well to urban environment.
Firestarter Tupelo	<i>Nyssa Sulvatica</i>	JFS-Red	35	18	Oval	Dark green, medium-sized, oblong leaves turn intense bright red in the fall. Seedless, medium growth rate.
Sugar Cone Maple	<i>Acer Saccharum</i>	Sugar Cone	25	13	Pyramidal	Stout, upsweeping branches bear large, dark green leaves that turn orange red to golden orange in autumn. Suitable for smaller areas.

Recommended Downtown Street Trees:



Summer: Frans Fontaine Hornbeam, Carpinus betulus



Fall: Frans Fontaine Hornbeam, Carpinus betulus

Recommended Downtown Street Trees:



Early Fall: Princeton Sentry Ginkgo, Ginkgo biloba



Fall: Princeton Sentry Ginkgo, Ginkgo biloba

Recommended Downtown Street Trees:



Summer: Firestarter Tupelo, Nyssa sylvatica



Fall: Firestarter Tupelo, Nyssa sylvatica

Recommended Downtown Street Trees:



Summer: Sugar Cone Maple, Acer saccharum



Fall: Sugar Cone Maple, Acer saccharum

QUESTIONS ?



Railroad Avenue, 1912

For more information, please contact:

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