



Long Range Guidelines and Design Improvement Program
for the Restoration of the

LAKE ■ WASHINGTON ■ BOULEVARD
CITY OF SEATTLE DEPARTMENT OF PARKS & RECREATION

WORKING PAPERS

Prepared by:
EDAW, inc.
Landscape Architects, Urban Designers & Planners
121 First Avenue South Seattle, Washington

Walmsley & Co., Inc.
Historic Landscape Consultants
462 Broadway New York, New York

May 1986

Acknowledgements

City of Seattle

Charles Royer, Mayor

City Council

Sam Smith, President
George E. Benson
Virginia Galle
Paul Kraabel
Jane Noland
Norm Rice
Jim Street
Dolores Sibonga
Jeanette Williams

Department of Parks and Recreation

Walter R. Hundley, Superintendent

Board of Park Commissioners

Harvey S. Poll, Chairman
Bob Ito, Vice Chairman
Glenna Hall
Phyllis Legters
O.L. Mitchell
Karen Morgan
Jane B. Sylvester

Boulevard Advisory Committee

Consultant

EDAW Inc.
Landscape Architects,
Urban Designers & Planners

Subconsultants

Walmsley & Company, Inc.
Historic Landscape Consultants

Jennifer Toth
History Consultant

Meridith Construction, Inc.
Cost Estimator

Millegan-Jaddi
Engineers

Printing By

Waterfront Reprographics, Ltd.

Word Processing By

Globe Secretariat

Table of Contents

	Page
INTRODUCTION	5
EXECUTIVE SUMMARY	6
HISTORY	10
INVENTORY	21
Community Participation	21
Park and Property Management	21
Visual Quality	22
Land Use Information	22
Ownership	22
Adjacent Land Use	22
Encroachment	22
Public Services	27
Public Use	27
Transportation	27
Physical Condition	30
Natural Elements	30
Built Elements	35
ANALYSIS	41
Landscape Types	41
Issues, Problems and Opportunities	41
Boulevard-Wide Concerns	41
Area-Specific Concerns	43
Historic Intent vs. Existing Conditions	47
Evolution: Social, Scenic, Technical	47
Historic Elements	52
Significant Design Elements	52
Typical Sections	56
ALTERNATIVE CONCEPTS	59
Alternative Concept One - Historic	59
Major Elements	59
Typical Sections	60
Alternative Concepts Two - Contemporary	64
Major Elements	64
Typical Sections	64
Special Area Intersection Analysis	68
LONG RANGE GUIDELINES AND DESIGN IMPROVEMENT PROGRAM	77
Project Objectives	77
Design Guidelines	77
Design Program	80
Preliminary Estimate of Probable Construction Costs	85
Design Program Priority Ratings	88
DOPAR Design Program	90
APPENDICES	93

List of Figures

	Page
Figure 1	Regional Context 4
Figure 2	Design Program 9
Figure 3	Guide Map to Bicycle Paths North of Yesler Avenue, 1909 11
Figure 4	Parks, Boulevards, Playgrounds of Seattle, 1909 13
Figure 5	Seward Park Preliminary Plan, 1912 13
Figure 6	Jefferson Park 15
Figure 7	Greenlake Boulevard. 15
Figure 8	Volunteer Park 16
Figure 9	Character Areas. 23
Figure 10	Scenic Summary 24
Figure 11	Encroachment Inventory . . 25
Figure 12	Encroachment Summary . . . 26
Figure 13	User Facilities. 28
Figure 14	Traffic Volume/Vehicular Access Points. 29
Figure 15	Natural Elements Matrix. . . 31
Figure 16	Typical Sections 32
Figure 17	Natural Elements Inventory. 33
Figure 18	Landscape Analysis 34
Figure 19	Built Elements Matrix. . . . 36
Figure 20	Built Elements Inventory . . 37
Figure 21	Curb Extent/Vehicular Compaction 38
Figure 22	Street Lighting/Bollards/ Guardrails 39
Figure 23	Structures 40
Figure 24	Landscape Types. 42
Figure 25	Analysis: Historic vs. Existing 44
Figure 26	Park and Boulevard Plan, 1911 48
Figure 27	Park and Boulevard Plan, 1986 49
Figure 28	Historic Intent vs. Existing Conditions Matrix - Residential Boulevard. 50
Figure 29	Historic Intent vs. Existing Conditions Matrix - Park and Forest Parkway 51
Figure 30	Historic Intent vs. Existing Conditions Matrix - Lakeshore Parkway. 51

	Page
Figure 31	Existing Conditions Typical Sections - Residential Boulevard. . . 53
Figure 32	Existing Conditions Typical Sections - Park and Forest Parkway . . . 54
Figure 33	Existing Conditions Typical Sections - Lake Shore Parkway. 55
Figure 34	Historic Natural Elements 56
Figure 35	Historic Built Elements. . . 57
Figure 36	Significant Design Elements 58
Figure 37	Landscape Sub-areas 60
Figure 38	Alternative Concept One - Historic - Typical Sections - Residential Boulevard. 61
Figure 39	Alternative Concept One- Historic - Typical Sections - Park and Forest Parkway 62
Figure 40	Alternative Concept One - Historic - Typical Sections - Lake Shore Parkway. 63
Figure 41	Landscape Sub-areas. 64
Figure 42	Alternative Concept Two - Contemporary - Typical Sections - Residential Boulevard. 65
Figure 43	Alternative Concept Two - Contemporary - Typical Sections Park and Forest Parkway 66
Figure 44	Alternative Concept Two - Contemporary - Typical Sections - Lake Shore Parkway. 67
Figure 45	Special Area Intersection Analysis Areas 68
Figure 46	Special Area Intersection Analysis - Lake Washington Boulevard at East Madison St. 69
Figure 47	Special Area Intersection Analysis - Lake Washington Boulevard at Hillside Dr. E. 70
Figure 48	Special Area Intersection Analysis - Lake Washington Boulevard at McGilvra Blvd. E. 71
Figure 49	Special Area Intersection Analysis - Lake Washington Boulevard at Denny Blaine Place. 72
Figure 50	Special Area Intersection Analysis - Lake Washington Boulevard at Madrona Dr. . 73

	Page
Figure 51	Special Area Intersection Analysis - Lake Washington Boulevard at Lakeside Ave. S.74
Figure 52	Special Area Intersection Analysis - Lake Washington Boulevard at Upper Boulevard.75
Figure 53	Special Area Intersection Analysis - Lake Washington Boulevard at S. Adams St..76
Figure 54	Landscape Sub-areas.80
Figure 55	Design Program Matrix. . . .84
Figure 56	Design Program Priority Matrix88
Figure 57	Design Improvement Program .89



LAKE • WASHINGTON • BOULEVARD

INTRODUCTION

Introduction

The Long Range Guidelines and Design Improvement Program for the Restoration of the Lake Washington Boulevard will provide direction for capital improvement projects, and maintenance and operations for the rest of the century. The capital improvement projects are authorized by the Seattle 1-2-3 Bond issue, approved by Seattle voters in September 1984.

The Seattle Department of Parks and Recreation commissioned a private consultant team, led by the Seattle office of EDAW Inc., Landscape Architects, Urban Designers and Planners, to prepare this study and design the improvements.

Lake Washington Boulevard is the main link in Seattle's city-wide system parks and boulevards recommended by the Olmsted Brothers, Landscape Architects, in 1903. The Boulevard was intended to provide the central link connecting Ravenna, Magnolia, and Queen Anne Boulevards to Beacon, Duwamish and West Seattle Boulevards. This Boulevard system connects many of Seattle's major parks, including Discovery Park, Green Lake, Woodland Park, Seward Park, Jefferson Park, and Lincoln Park. It also provides visual and physical access to the city's major water features - the Puget Sound, Lake Washington, and Lake Union.

Lake Washington Boulevard lies along Seattle's eastern edge. The 9.2 mile north/south corridor passes through residential neighborhoods, parks, forests, and along the shore of Lake Washington. It links the University of Washington campus at the north end, to Seward Park at the south end (Figure 1).

Several residential neighborhoods are adjacent to the Boulevard. They include the Montlake, Harrison, Madrona, Leschi, Mt. Baker, and Lakewood/Seward Park communities.



Figure 1 Regional Context

Executive Summary

Study Process

This study is developed through a five phase process. Historic research, inventory, analysis, and alternative concept phases culminate with the development of long range guidelines and a design improvement program.

The Historic Research phase documents the historical context, the Olmsted Brothers' design intent, actual implementation, and the as-built condition of the Boulevard.

The Inventory phase gathers a wide array of information related to the Boulevard's maintenance and operation, visual quality, land use, public services, and physical condition.

The Analysis phase synthesizes the historic research and inventory information into three related analyses. The first, Landscape Character Types, categorizes the Boulevard into three general areas: Residential, Park and Forest, and Lake Shore. The second, Issues, Problems and Opportunities, provides a summary of the Boulevard's existing condition. The third, Historic Intent vs. Existing Conditions, provides the basis for the generation of alternative concepts.

The Alternative Concept phase uses the analyses to develop a continuum of approaches for the development and use of the Boulevard. At one end is an alternative which embodies the most accurate historic restoration of the landscape as possible, given present ownership and topographic features. At the other end is an alternative which envisions designs using contemporary materials, the accommodation of contemporary uses, and the minimization of maintenance and operations.

The Long Range Guidelines and Design Improvement Program refines concepts, guidelines, and designs from the alternative concept phase. It recommends historic restoration, or historically sympathetic designs, in order to create a Boulevard landscape which reflects the Olmsted Brothers' original design intent.

Community Participation is an important and integral part of the planning and design process. A Boulevard Advisory Committee provides community-wide representation and input. Three public presentations to the Committee have been made to date. In addition numerous workshops with the Montlake, Harrison, Leschi, Mt. Baker and Lakewood/Seward Park communities were held.

The following paragraphs summarize the key elements of this study.



Mt. Baker Beach

History

Lake Washington Boulevard is the main link in Seattle's city-wide system of parks and parkways recommended by the Olmsted Brothers in 1903. In the design development and construction of the system, the Olmsted's continued to consult with the city for some thirty-five years.

As proposed, Lake Washington Boulevard was to run about 9.2 miles from Bailey Peninsula in the south (now Seward Park) to the Alaska Yukon Pacific Grounds adjoining Lake Union in the north (now the University of Washington grounds). It joined several existing parks into a continuous system.

The Boulevard was intended to be a "charming scenic drive among native trees" with "numerous views of lakes and other distant landscapes". For much of its length, it followed the eastern shore of Lake Washington. There were two upland sections: between Colman and Frink Parks, and from the lake shore north of Madrona Park to the Alaska Yukon Pacific Grounds.



Colman Park

In defining the intended scenic image, John Charles Olmsted distinguished between a "boulevard" as a formal street of uniform width (usually 200 feet) and formal plantings, and a "parkway" of variable width and of "informal landscape gardening or natural scenery". Originally, much of the Boulevard was to pass through the predominantly indigenous forest and have a "parkway" image. However, the Olmsteds' foresaw expansion of the adjacent residential areas and anticipated sections in which the "boulevard" image would be appropriate. In fact, constraints on the width of land taken for the Boulevard prevented the full realization of either, if the definitions are strictly applied. Today, the 9.2 mile boulevard may be categorized as 47% lake shore, 30% park and forest, and 23% residential.

Throughout their extended consultancy, the Olmsteds produced plans and details for several parts of the Boulevard (such as Washington and Colman Parks, Frink Boulevard south of Leschi Park, Wetmore Slough, now Stan Sayres Pits and Ohler Island, now Lakewood Moorage) and numerous other plans for the entire Seattle system of parks and parkways (such as Seward, Jefferson, Green Lake and Volunteer Parks). Together, these provide a clear picture of their design intent and actual, as-built construction. Of particular relevance is a long letter from J.C. Olmsted in 1909 covering all aspects of the work, and photographs taken in the period 1909-1914.

The evidence shows that there were a good many problems interpreting the Olmsted's directions for the scenic parkway. A general criticism from the 1909 letter states that "while the drives are successful in opening up the park to the public and affording them the benefit of enjoying the wonderful views, the detailed landscape treatment has been very much neglected or has been done in a stiff and formal manner distressingly out of harmony with the wild beauty of the natural woods and ground covering growths".

In considering improvements to Lake Washington Boulevard today, the historic record confirms that similar problems to those encountered in the past have been compounded over time: residential encroachment, visual interruptions, traffic conflicts, inconsistent structures and furnishings, declining vegetation and exotic introductions, overuse and abuse, and inadequate maintenance. In attempting to correct these, the historic design intent should be a starting point.



Wetmore Slough

Inventory

VISUAL QUALITY

The visual quality of Lake Washington Boulevard makes it a memorable part of Seattle. It provides a variety of spatial qualities: the open vistas and views of woodlands, mountains and water contrast with enclosed forest corridors. The steep switchbacks in Lakeview, Frink and Colman Parks provide topographic interest in an otherwise level terrain.

However, at several points along its route this visual quality has been interrupted by development of residential and commercial land uses and urban traffic arterials.

LAND USE

Park, forest, or lake shore are the predominate land uses along the Boulevard.

In those areas where the Boulevard passes through residential areas, private encroachment on public park property is a pervasive problem. Residential property owners have developed park property adjacent to their lots in such a way that it is perceived that private property extends to the roadway. Parking encroachment is visually obtrusive and damaging to the landscape.

PUBLIC SERVICES

Recreational activity is the predominant use of Lake Washington Boulevard. It includes people watching, walking, jogging,

bicycling, swimming, boating, canoeing, sailing, fishing, picnicking, and sunning. Special events include Bicycle Sunday and the annual Seafair Hydroplane Races.

The majority of user facilities are for water related use.

Storm or combined sewer/storm lines provide storm drainage along the developed portions of the Boulevard. In the undeveloped park and forest areas (parts of the Harrison neighborhood, Lakeview Park, Frink Park, Colman Park, and the Mt. Baker neighborhood) no drainage system exists.

TRANSPORTATION

The Boulevard is one of the major scenic transportation corridors in Seattle. It is used by pedestrians, bicyclists, and people in automobiles. It is a collector arterial used as a commuter route, as a recreational pleasure drive, and as an access road for the abutting commercial uses, recreational facilities, and single or multiple family residences. The City's goal has long been to reduce traffic volume and speed as a means to increasing safety and recreational pleasure.

PHYSICAL CONDITION

For eighty years the Boulevard landscape has been one of Seattle's showcase parks. Now, because of its age, a significant portion of the natural and built elements are reaching maturity or are deteriorating.

The Boulevard landscape is either sparse or non-existent in Residential areas. The parkway landscape in Park, Forest, and Lake Shore areas is a mixture of indigenous forest, informal plantings and formal street trees.

The built elements of the Boulevard are an eclectic mixture of drives, pathways, structures, furnishings and materials. Deterioration, inconsistent replacement, and incremental improvements have eliminated the unity of the built environment. Several historic structures still remain, including the Colman and Frink Park bridges, and the Dose Terrace Stairs.

Lack of road edge treatment for the Boulevard in the Montlake, Madison, Upper Boulevard, and Mt. Baker neighborhoods has created drainage problems and allowed the pavement edge to deteriorate. Missing links in the walkway system occur throughout the Residential, and Park and Forest areas.



Colman Park

Analysis

Much can be done to restore, improve, and enhance the Boulevard's image, sense of place, and continuity. Lack of adequate entry treatment, disruption by urban arterials at key intersections, inappropriate parking, and encroachment create most of the problems.

A comparison of the existing conditions to the historical intent, indicates that the overall framework and scenic character envisioned by the Olmsted Brothers still exists. However, many of their design intentions were never built, have deteriorated, or changed during the last eighty years.

Several views and vistas have been lost by new development or highway construction. Others have been obscured by buildings or vegetation. The recommended right of way was never obtained. The drive and related elements are far more formal and utilitarian than recommended. Structures, furnishings, and materials are also much more obtrusive and formal than recommended.



Mt. Baker Beach

Although not of Olmsted design, several natural and built elements have historical or design significance. The row of poplars adjacent to the Montlake neighborhood and the street trees along the lake shore between Mt. Baker and Seward Parks are memorable plantings. The bridges in Colman and Frink Parks, a buried granite seawall south of Mt. Baker and the Dose Terrace Steps have historical and design merit. Other significant design elements include overlooks at Hillside Dr. and I-90, the Madrona Dance Studio, and beaches and picnic areas along the lake shore.

Alternative Concepts

Two alternative concepts are developed for Lake Washington Boulevard. They represent two distinct futures and objectives for its restoration. They reflect values, concerns and preferences expressed by the Community, the Department, and others concerned with our Olmsted Legacy.

Alternative Concept One - Historic-embodies the most accurate historic restoration of the Boulevard as possible. The Olmsteds' writings to the City concerning their design intent provide the basis for the development of this alternative. It proposes a major transformation of the Boulevard's existing physical character. It eliminates all non-compatible design elements and uses. It limits automobile

traffic, removes the Seafair Hydroplane Races, replaces much of the floral and exotic plantings, and uses street furnishings reminiscent of its historical roots.

Alternative Concept Two - Contemporary - envisions a Boulevard which accommodates most contemporary uses, materials, and designs. Maintenance and operations are minimized. Similar to alternative concept one, a rehabilitation program would alter the character of the Boulevard in a historically sympathetic way. Those uses and design elements out of character would be reduced in scope, or modified so as not to be so visually obtrusive. The Boulevard would continue to function as a collector arterial street. Only minor changes to the road alignment would be made. Much of the existing formal landscape would remain.

The Long Range Guidelines and Design Improvement Program are based on a hybrid of the two alternative concepts.

Long Range Guidelines And Design Improvement Program

The Long Range Guidelines and Design Improvement Program for Lake Washington Boulevard serves the diverse needs of Seattle's citizens, while restoring much of the original character envisioned by the Olmsted Brothers.

OBJECTIVES

The objectives of the Guidelines and Design Program is to establish visual and landscape continuity through the major intersections and character areas; identify and define the Boulevard property lines; de-emphasize the Boulevard's role as a traffic arterial; identify specific areas requiring roadway repair, realignment, addition of curb and gutters; and evaluate bridges, pedestrian overpasses, and guardrails requiring repair or replacement.

DESIGN GUIDELINES

The Long Range Guidelines provide direction for the Seattle 1-2-3 Bond Issue projects, future capital improvement projects, and the Department's annual maintenance and operations. They address issues related to park and property management, scenic character, landscape restoration, drive redevelopment, walks and pathways, and structures, furnishings and materials.

The Park and Property Management Guidelines limit future encroachment, define parking areas and recommend property line definition.



Colman Park

The Scenic Character Guidelines identify key entrances and intersections for special emphasis, and recommended landscape treatment for each character area.

The Landscape Restoration Guidelines recommend a formal Boulevard landscape in the Residential character areas and informal indigenous plantings in the Park/Forest and Lake Shore character areas.

The Drive Guidelines recommend where possible the redevelopment of graceful curve and grade alignment.

The Walk and Path Guidelines recommend completion of the pedestrian path system and accommodation of bicyclists on a uniform 25 foot drive.

Finally, The Structures, Furnishings and Materials Guidelines recommend screening of visually obtrusive structures along the lake shore and use of natural materials which are unobtrusive and rustic in character.



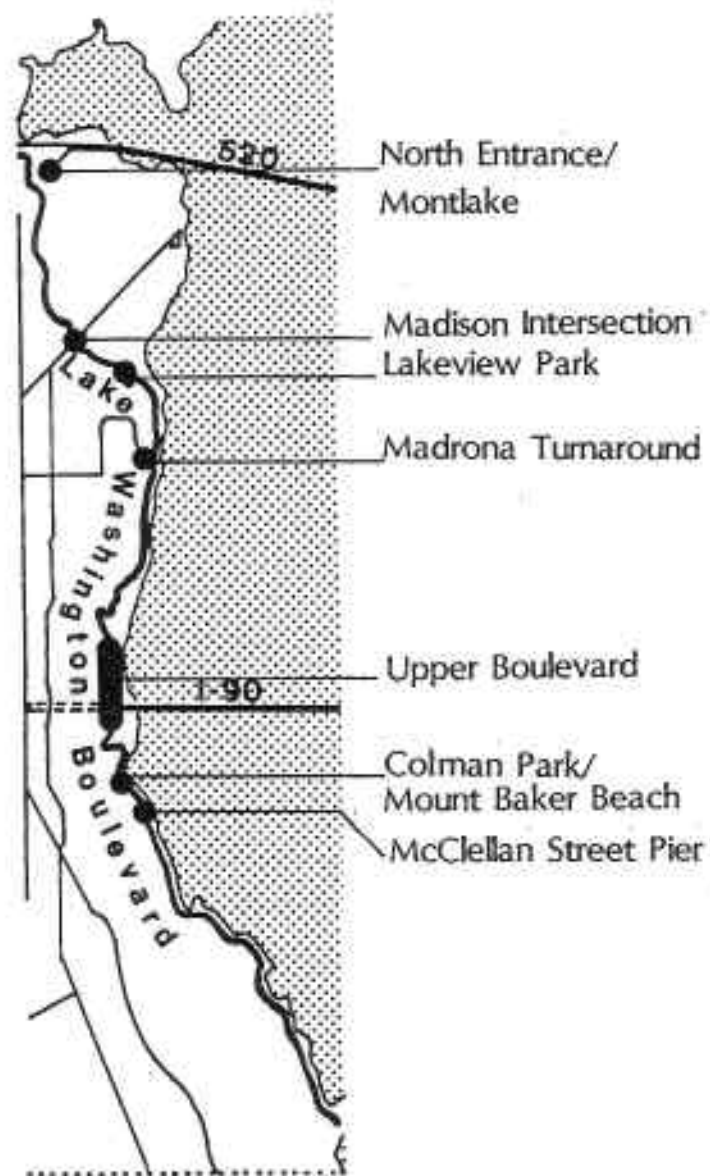
Colman Park

DESIGN PROGRAM

The design program identifies \$7.2 million in reparations, restorations, and improvements along the Boulevard. It makes specific recommendations for each of the seventeen landscape sub-areas. Each area and the elements within each area, are prioritized, based on safety, visual continuity, drive condition, degree of encroachment, and condition of the existing landscape, structures, and furnishings. These priority ratings are the basis of the Seattle 1-2-3 Bond Issue Design Improvement Program. \$1.5 million is allocated to seven project areas including Montlake, Madison, Lakeview Park, Madrona, the Upper Boulevard, Mt. Baker, and the McClellan St. Pier. In addition, a system of Boulevard signs are identified for the key entrances and intersections along the Boulevard.

(Figure 2)

The specific improvements include planting, overlooks, sidewalks, roadway edge treatment, parking, and bridge and retaining wall restoration. Stone piers, an entry wall, and sign at Montlake Blvd. will define the Boulevard's north entrance. Extensive landscape redevelopment is planned north of the Arboretum and south of E. Madison St. At the Madrona Dr. trolley turnaround, a pedestrian overlook and gazebo reminiscent of those found along the lake shore at the turn of the century is envisioned. Roadway and parking definition, sidewalks, street tree planting, and a new overlook at the I-90 will transform the Upper Boulevard into a park boulevard. At Mt. Baker Beach, road improvements will return hierarchical importance to the Boulevard, while directing commuter traffic to Lakeside Ave. S. Special paving at the Dose Terrace Stairs and Lake Park Dr. will mark pedestrian crossings. Parking is provided at the McClellan St. Pier.



Design Program
Figure 2



LAKE • WASHINGTON • BOULEVARD
 HISTORY

History

The documentation of the history of the Lake Washington Boulevard, prepared by Walmsley & Company, Inc. (with assistance of Jennifer Toth), provides the historical perspective for the analysis of existing conditions and the formulation of proposals for the future. It incorporates a review of Olmsted letters and drawings; including those in the files of the Olmsted Library in Brookline, Massachusetts, the Library of Congress, and local collections. It includes discussion of precedent conditions, design intent, landscape design, and as-built condition. It is accompanied by plans, historic maps, a plant materials list, and photographs.

Precedent Conditions

Lake Washington is one of numerous, glacially created, freshwater lakes in the Seattle area. Puget Sound Indian tribes travelled and fished on the lake and traversed its shores. Indian trails formed the first lakeshore routes which were later enlarged to cartways by loggers and early settlers. The city of Seattle was founded in 1851 by Arthur Denny and incorporated in 1869. Residents took pleasure outings to the lakeshore at first in horse-drawn carts and later on electric cable cars that led to Lake Washington's private amusement parks. The cable car companies actually developed several amusement parks at the termination of their lines as inducements to ride the cable cars. These parks were open to the public. Landscaped grounds, fountains, boating, picnicking and cycling facilities and live entertainments were the primary attractions of these privately-held park lands. They were the precursors of the public park system.

Bicycling became a popular pastime in the 1890's. In 1900 a system of bicycle paths was mapped by George Cotterill, Assistant City Engineer. This 25 mile system was chosen for scenic beauty and negotiable grade. It encouraged pleasurable travel and movement to several destinations by the city's 10,000 bicycle riders. Figure 3: Guide Map to Bicycle Paths North of Yesler Avenue, Seattle, Washington, 1900,



Lake Washington Bike Route

shows Cotterill's existing and proposed paths. Part of the path system follows the route of the present day Lake Washington Boulevard within the Arboretum, the Bush School area and Leschi Park.

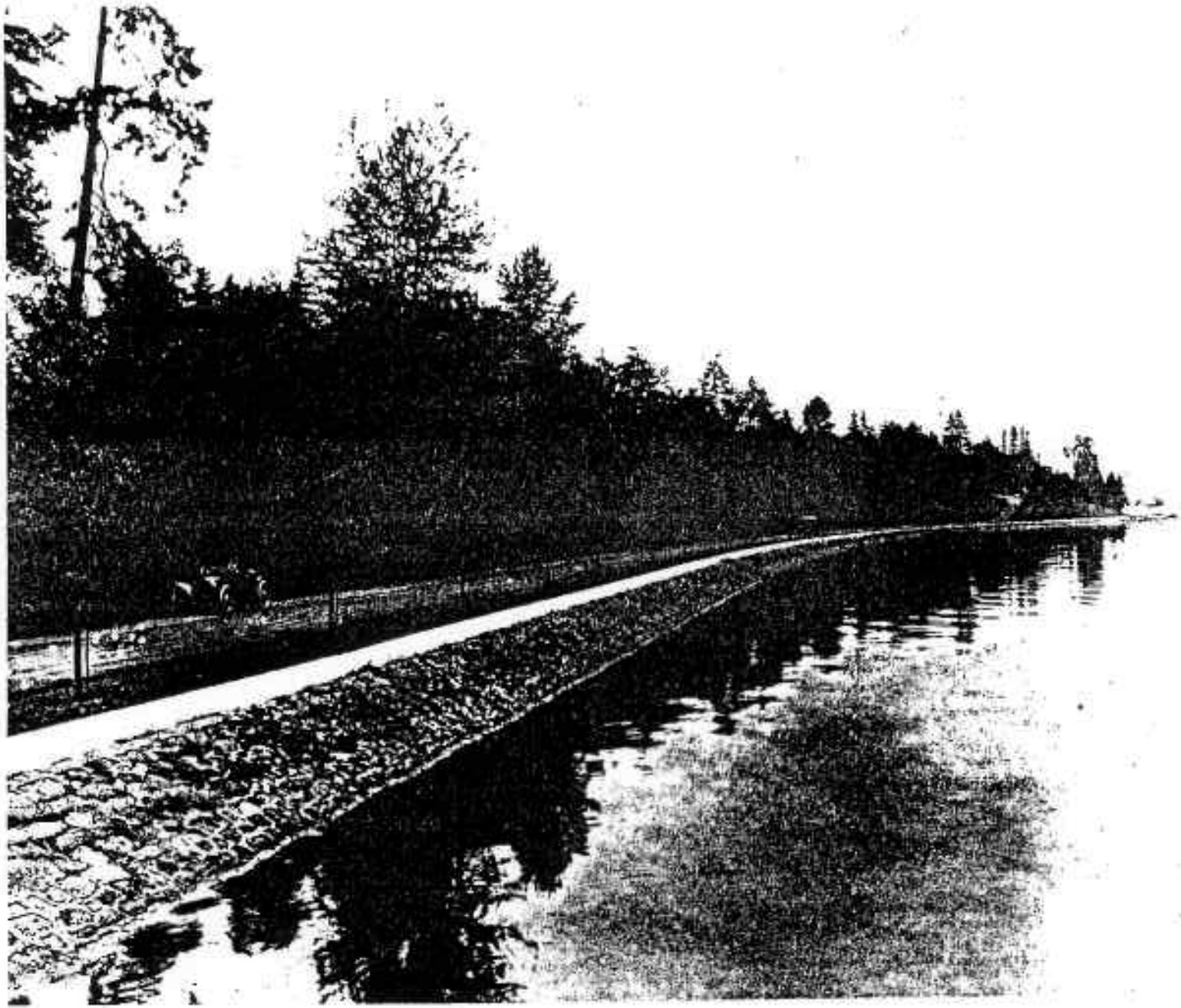
It was during this period that Seattle, influenced by the 1893 World's Columbian Exposition, in Chicago, began to encourage the dedication of public park lands. In 1892 E.D. Schwagerl, a landscape architect/engineer with experience in St. Louis and Cleveland, became superintendent of parks. Over a three year period he advocated the retention of Seattle's natural beauty in a system of public parks. One proposal was a boulevard along Lake Washington that would serve as a pleasure drive and connect four popular private gardens and amusement parks. He also advised the increase of the city's bonding limit and the use of the power of condemnation to secure park lands. While city leaders endorsed the idea, funds for acquisition and development were not available. However, in 1897 the Alaska Gold Rush began and Seattle thrived as the supplier of prospectors. Economically enriched, Seattle leaders began to think of an exposition to celebrate the Gold Rush. The State University grounds were selected as the site and city-wide improvements were envisioned.

Original Design Intent and Design Documents

In 1903, the Olmsted Brothers, Landscape Architects, were contacted to examine the city, the existing parks and the University grounds and make recommendations. They spent two weeks exploring the city and were impressed with its virgin forests, varied water views, wooded hills and snow-capped peaks. They recommended a system of parks and parkways that would take advantage of the extraordinary landscapes and vistas of Seattle. The Olmsted Brothers report, adopted by the City Council on October 19, 1903, states the key objective of this undertaking:

"In designing a system of parks and parkways, the primary aim should be to secure and preserve for the use of the people as much as possible of these advantages of water and mountain views and of woodlands, well distributed and conveniently located. An ideal system would involve taking all the borders of the different bodies of water, except such as are needed or are likely to be needed hereafter for commerce, and to enlarge these fringes at convenient and suitable points, so as to include considerable bodies of woodland, as well as some fairly level land, which can be cleared and covered with grass for field sports and for the enjoyment of meadow scenery."¹

The Seattle park and parkway system is illustrated on Figure 4: Parks, Boulevards and Playgrounds of Seattle, issued by the Board of Park Commissioners, 1909. This plan shows both existing and proposed parks and boulevards. Lake Washington Boulevard extends from the south at the Bailey Peninsula to the Alaska Yukon Pacific Grounds (AYP Grounds) adjoining Lake Union at the north. This length of boulevard is indicated under the following titles, going from south to north: Lake Washington Boulevard, shown as proposed for some distance and then existing, Mount



Lake Washington Boulevard & Granite Set Rip-rap Seawall.



Figure 3

Baker Park and Boulevard, Colman Park, Frink Boulevard, Leschi Park, Blaine Boulevard passing through Madrona Park and Denny Blaine Park to the Washington Park and Boulevard terminating at the AYP Grounds.

In a 1904 letter, John Charles Olmsted, Senior Partner of Olmsted Brothers, defines boulevard and parkway:

"A boulevard may be defined as a formal street of sufficient width to include one or more formal grass strips (with formal planting) of more than usual width. For a street the width of 100 feet is, if not common, at least so frequently met with as to excite no comment. Therefore, the name boulevard can hardly be applied with propriety to a 100 foot street. Boulevards are usually 200 feet wide. They are almost without exception of uniform width for long distances and everywhere of formal design.

A parkway may be defined as an avenue or way in which there is an appreciable amount of informal natural landscape beauty. There is no definite width of street beyond which only can the name parkway be properly applied. The parkway is usually, in effect, two streets with a strip of informal landscape gardening or of natural scenery (such as a brook, for instance) between them, or a street with a strip of informal landscape gardening along one side, or a street along the shore of a lake, river or sea."²

These definitions reveal that along Lake Washington Boulevard both "boulevard" and "parkway" sections exist and, in some cases, the constraints of width allow for neither, if the definition is strictly interpreted. Lake Washington Boulevard is divided into three broad types, residential, which would be suited to the boulevard description as a formal design, and park or forest and lakeshore, both of which would be suited to the parkway description as informal, scenic roads.

The Olmsted Brothers advised on the design intent for the entire park and boulevard system through the original report and extensive correspondence, as well as numerous visits to Seattle over a period of approximately thirty-five years.

Over this period the Olmsted Brothers carried out specific design documents for some components of the system. They produced a basic road alignment for much of the shore boulevard, although no detailed plans for walks, plantings or furnishings were requested by the Park Commissioners. They developed early plans for Washington Park and later detailed ones for Washington Arboretum when the park was changed, in 1936, to a botanical collection area. Many drawings were produced in Seattle and are signed by Superintendent John W. Thompson, who was hired at the recommendation of the Olmsteds and communicated with them frequently during the formative years of the park system. A complete list of drawings of areas of Lake Washington Boulevard collected during this project is Appendix 1 and includes a 1909 survey of about one-third of the length, road curve alignments and trees in Colman Park, plans for roadways at Ohler Island, now Lakewood Moorage, and the former Wetmore Slough, now Sayres Pits. These documents, others by the Olmsted Brothers for similar Seattle parks or parkways, such as Green

Lake, Jefferson Park, Seward Park and Volunteer Park and the correspondence between the Olmsted Office and the Seattle Park Commission, form the base information for discerning design intent, as-built condition and the landscape architects' response to the as-built condition.

Lake Washington Boulevard was intended to be a "charming scenic drive among native trees" with "numerous views of lakes and other distant landscapes." The following excerpts from the Olmsted Brothers report or correspondence convey the design intent of the landscape architects on various topics concerning Lake Washington Boulevard. "If the prices demanded by land-owners are low enough, most parts of the informal parkway along the shore of Lake Washington, and in fact all informal parkways, should be laid out with an unusually liberal width. The cost of construction will be very slightly increased by liberality on land, because the main expense will be for the continuous pleasure drive, walks, bridle path and bicycle path, all of which would cost the same whether the strip of land required has the minimum width of 150 feet or is several hundred feet wide." p. 52 report. Concerning the value of parkways, they state: "Parkways combine, much more obviously than parks, value to the abutting property, value to the neighborhood and value to the city as a whole (still they cost much more per acre than parks, both for land and construction, as a rule)." Jan. 25, 1904.

Regarding the configuration of the land obtained for the parkway, they note: "The boundaries should everywhere be such as are adapted to the construction of a driveway with a sidewalk, on which it would be expected the houses would eventually face. Where a considerable breadth of land can be secured an additional driveway could be laid out nearer the lake." report p.52. This second drive would be more pleasurable, meandering through the landscape in graceful curves. They note that "... a pleasure drive laid out on a succession of straight lines would be exceedingly ugly, awkward and undesirable." report p.52. The Olmsted Brothers anticipated that abutting owners may want to allow only enough land for a broad street with no adjoining landscape or pedestrian and bicycle walks, or that owners may lobby for a boulevard back of the lakeshore with private residences along the shore itself. The value of a parkway leads them to note "... if they (land owners) study the effect of a long, wide and handsome parkway on the adjoining land, they may become convinced that rather than lose such a chance for profit entirely, it will pay to agree to the city's terms." report p. 537.

Discussing drive width, they note, "We agree with you that all present requirements will be met by a drive of comparatively little width, say 16 feet, but we are inclined to think that in general the grading should now be done for the whole future width, which might be, as a rule, 24 feet, with an additional width for gutters wherever required. Wherever heavy slopes have to be formed which are subsequently planted with trees or shrubbery, it is very much better to grade these slopes at the start, so they will not have to be disturbed again." July 20, 1904.

Specific recommendations were made about

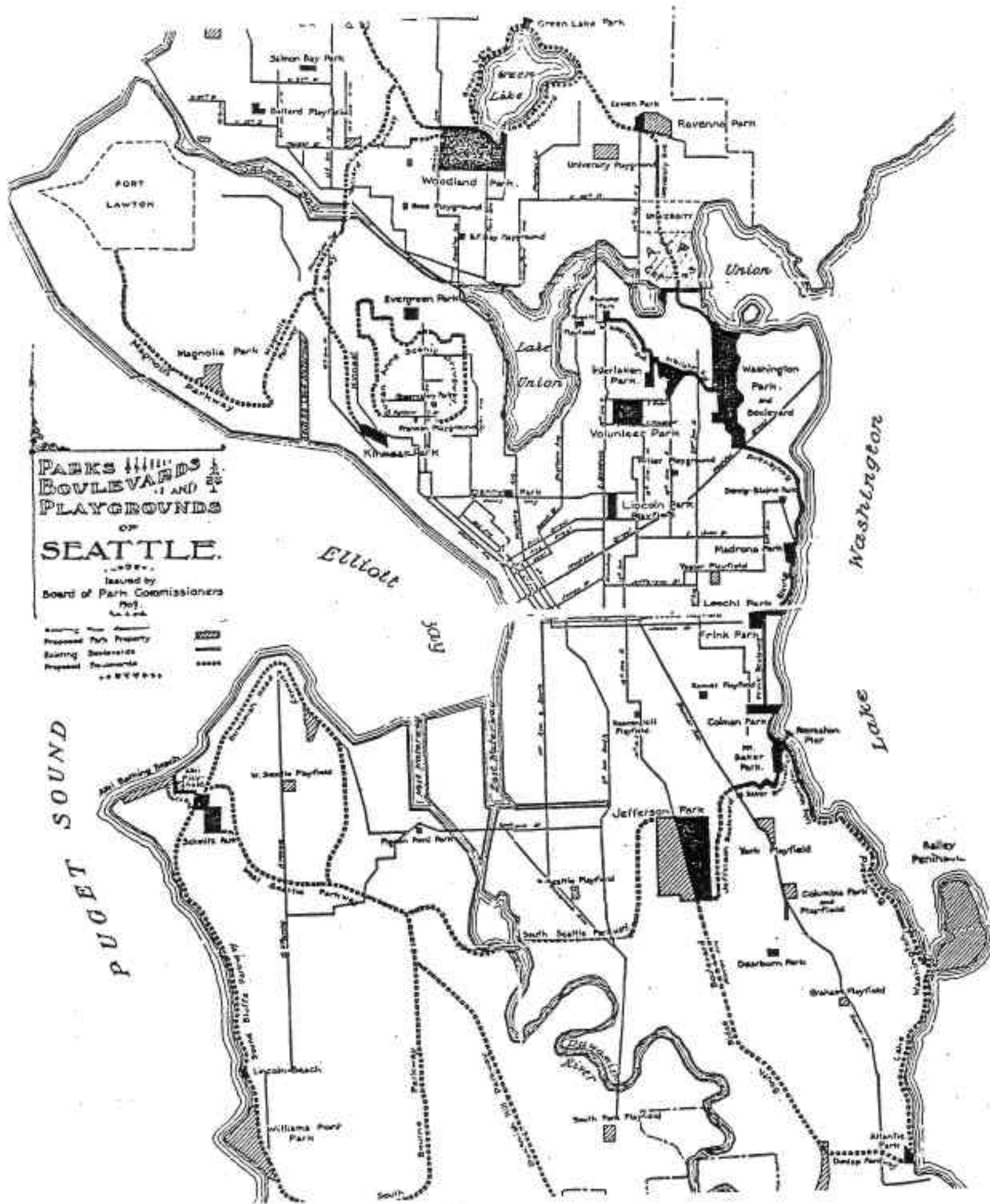


Figure 4



Figure 5

the location and extent of acquisitions along the boulevard. These were:

- o Bailey Peninsula to City South Boundary at South Hanford Street: A fringe of land should be acquired wide enough for drives, walks, and to preserve a foreground of woods.
- o City South Boundary to Madrona Park: Acquire land from the top of the hillside to the lake shore. The land on top should be wide enough to accommodate a crestline parkway.
- o Madrona Park to Washington Park at Madison Street: From Madrona Park to the Denny Blaine Addition, a shore strip should be acquired which is from 150 to 200 feet wide. The steep ravine from the Denny Blaine Addition to the Friloch Club should be taken for the parkway. In addition, the saddle or ravine between the Friloch Club and Madison Street should be taken to link Washington Park and the Lake Washington shore acquisition.

These excerpts generally define the design intent for the boulevard itself. The visualization of this design intent is seen on several parkway and boulevard plans developed by the Olmsted Brothers for the Seattle Parks Commission. The first of these is the plan for Seward Park dated 1912, shown on Figure 5. This plan shows a portion of parkway at the park entrance portraying a gently curving drive at the lakeside with single trees and small groves located in an informal manner to frame water views. Also shown is a portion of drive along the city edge serving residences designed in a formal manner with trees in rows on both sides of the street. This portion of the Seward Park Plan graphically illustrates the Olmsted's design intent for an informal, scenic lakeside boulevard with a separate access drive for the adjoining residential area.

Drawings for Jefferson Park, Green Lake Park and Volunteer Park also provide boulevard and parkway prototypes. On the Jefferson Park Plan, Figure 6, two types of informal parkways (A & B) and two types of formal boulevards (C & D) are shown with the transitions between them portrayed. The first informal (A) boulevard shows irregularly placed trees on either side of a single drive with shrub massing complementing the trees, and a walk paralleling one side of the drive. The adjacent parkland provides scenic interest in the midground and background to one side. The second parkway type (B), shows one drive with an open informal tree planting on one side with views into the park beyond and a dense planting mass on the other side to enclose views. The first formal boulevard (C) extends into the park from the surrounding neighborhood. It shows two drives with a central median and walls behind rows of trees on each outside edge. Four rows of trees, set in an alternating pattern, comprise the planting. The second formal boulevard (D) is a grander version extending through the park. It appears to have three drive surfaces with four walks between and adjacent to the eight rows of trees. These four treatments add to the potential parkway and boulevard prototypes for application to Lake Washington Boulevard.

The plan for Green Lake Boulevard, Figure 7, also shows variations in treatment.

Throughout, two drive surfaces are provided, one through the parkland and the other at the residential edge serving to separate local traffic from park pleasure drives. In area A, trees in formal rows are planted only on the residential frontage, with an informally planted median and lakeside. The pedestrian path meanders from lakeside to drive edge rather than directly paralleling the drive. In area B, the residential edge and the median are planted formally with three rows of trees. Only the park side is informally planted. Two walks are shown, one between tree rows on the median and one within the park.

Volunteer Park is an example of a highly articulated park landscape shown in Figure 8. It is useful in this analysis as a source for planting design and plant material lists. Although the treatment is more ornamental than prototypical, parkway or boulevard treatments the massing of the plantings and the more common or native plants are of value.

One plan for Colman Park shows the road alignment and also lists the trees present at the time of the plan. This drawing is a useful reference for the treatment of the forest switchbacks along the boulevard. It shows a forest enclosure beside the drive.

Since clear design documents for each portion of the Lake Washington Boulevard were not developed, these partial findings and those from similar Seattle Parks must serve as graphic prototypes which, when coupled with the written commentary, form the basis for understanding the Olmsted's design intent.

Implementation and As-Built Condition

The As-Built Condition is described and analyzed through three sources. First, the Park Commissioners Report notes the progress of the work. Second, the photographs of the period record the images of the constructed boulevard; and third, the designers' comment on the work to date.

The Park Commissioners' 1909 report notes considerable progress in securing and improving a boulevard route from the Bailey Peninsula to the AYP Exposition Grounds. At the peninsula, "one thousand feet of lake frontage... has been graded... a rip-rap seawall has been constructed, for practically the entire distance." Farther north, the construction from Callahan's Point to the foot of Holgate Street (Colman Park) two miles of lakeshore boulevard was completed and described as follows: "The shore side of the boulevard remains in its natural condition with its beautifully wooded and shaded slopes interspersed with terraces or parkways from the magnificent home sites on the hillside overlooking. Then comes the macadam roadway, thirty feet in width, and outside of the roadway and along the water's edge is the broad cement sidewalk for pedestrians, a parking strip with trees planted therein, being between the roadway and the sidewalk. Outside the sidewalk comes the concrete and rip-rap rock seawall, against which the waters of the lake splash, and, with the broad expanse of water to the east and the towering Cascades in the distance, the scene is beyond description. This is the type of construction that the Park Board

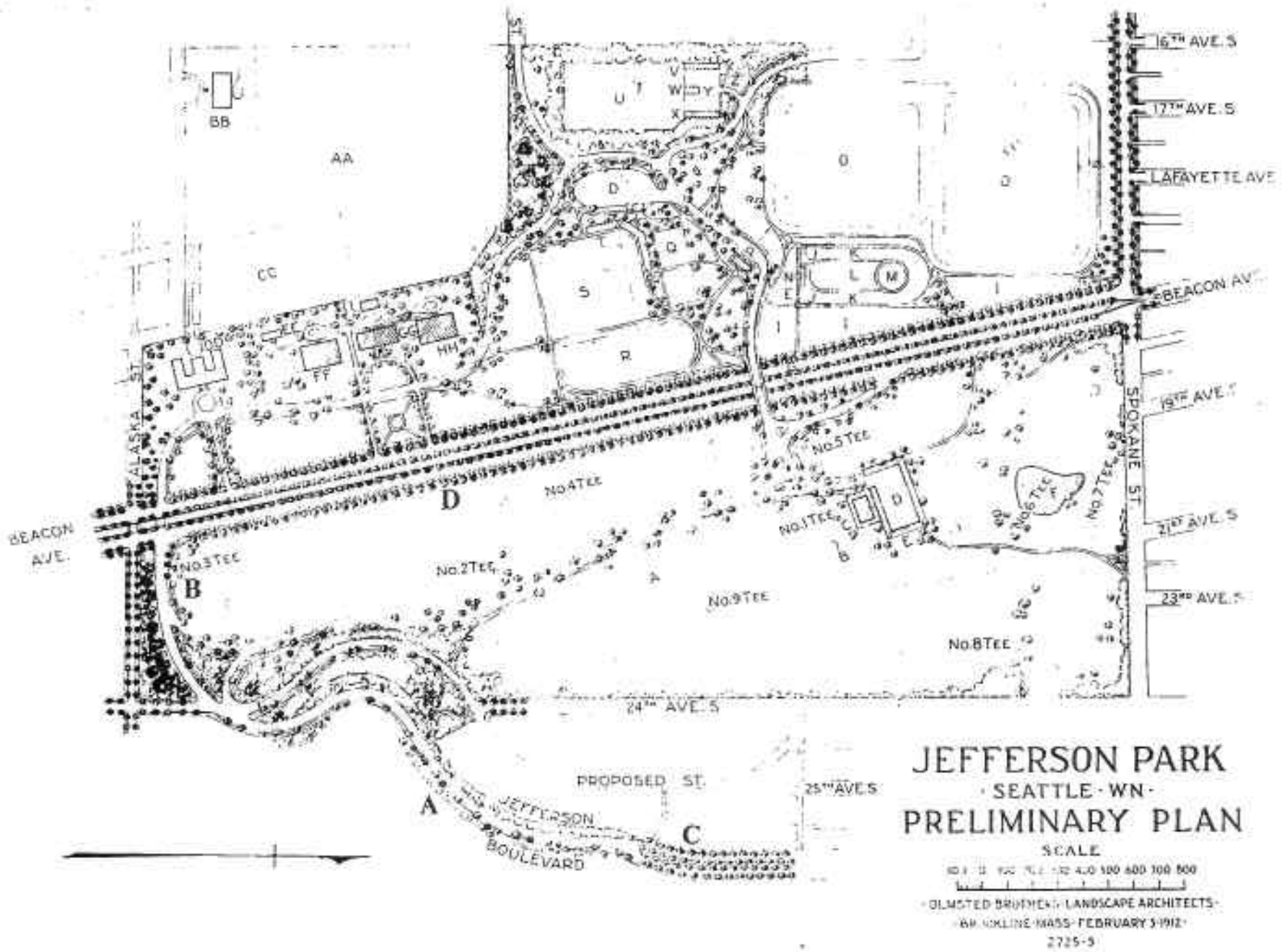


Figure 6

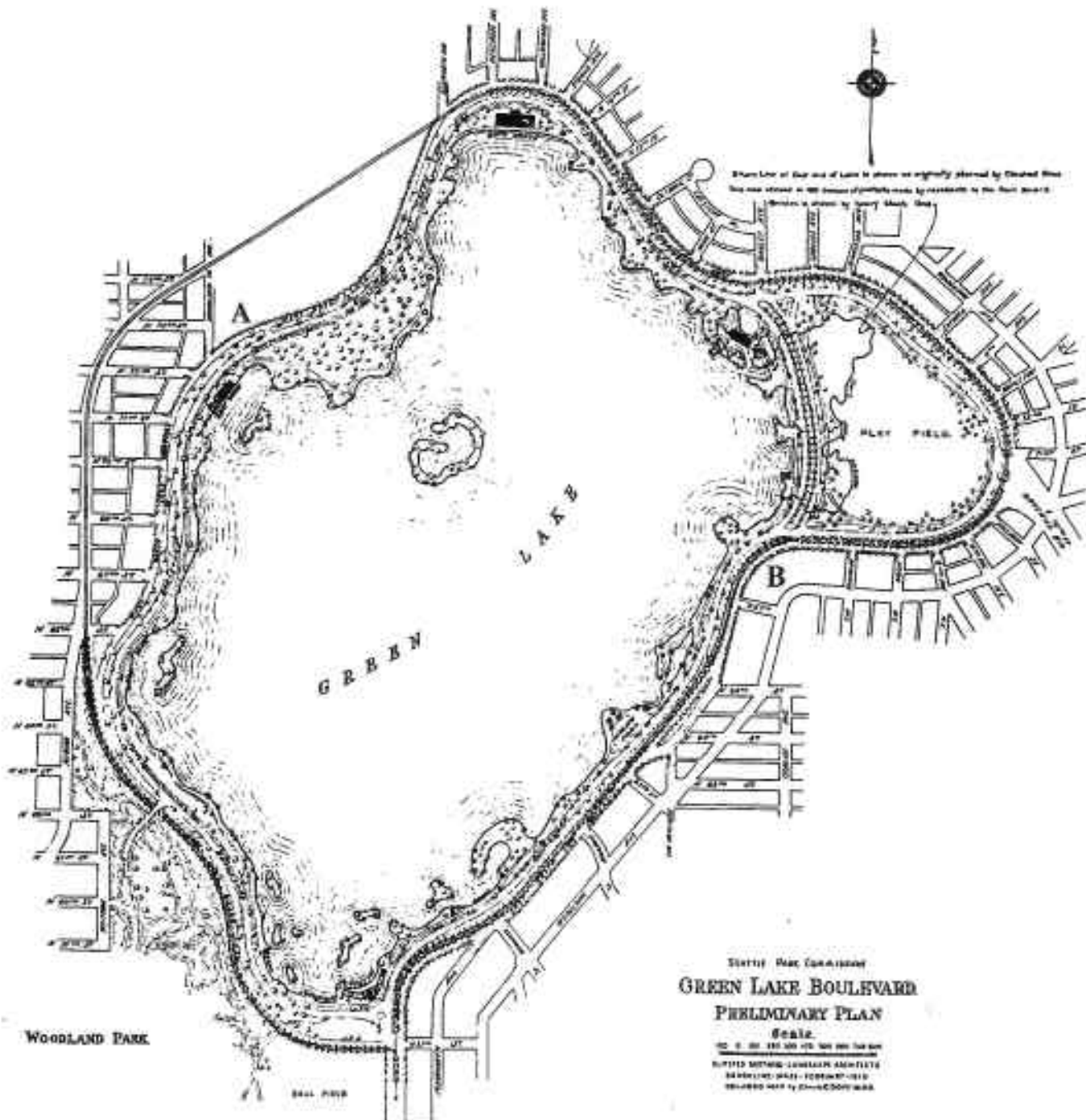


Figure 7



Figure 8

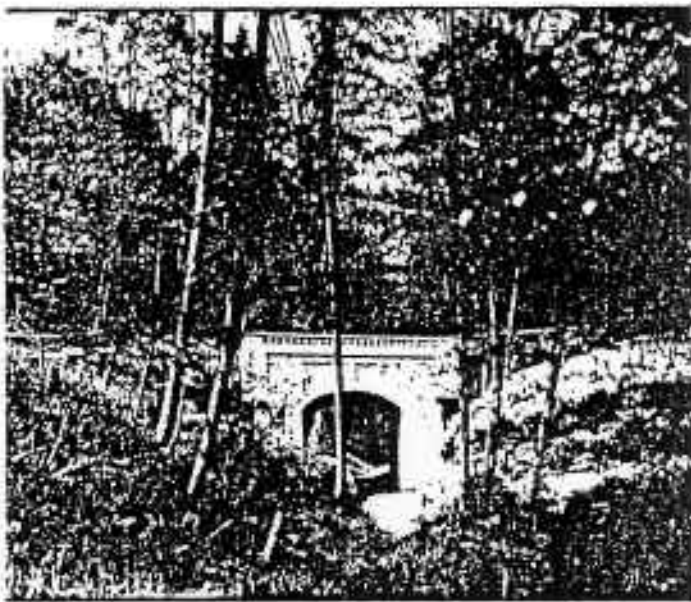
Volunteer Park.

PLANTING LIST

1	<i>Berberis thunbergii</i>	263 plants	2 1/2 ft apart		
2	<i>Juniperus horizontalis</i>	375 plants	2 1/2 ft		
3	<i>Lycium laetum</i>	100	-	7 Beds 263 plants 2 1/2 ft apart	
	<i>Hamamelis virginica</i>	100	-		
	<i>Cornus paniculata</i>	100	-		
4	<i>Philadelphus glandulosus</i>	60	-	5 Beds 263 plants 2 1/2 ft apart	
	<i>Phlox paniculata</i>	60	-		
5	<i>Rosa rugosa</i>	20 plants	2 1/2 ft apart		
6	<i>Cornus alternifolia</i>	20	2 1/2 ft apart		
	<i>Yucca filamentosa</i>	20	-	6 Beds 263 plants 2 1/2 ft apart	
	<i>Cornus stricta</i>	20	-		
7	<i>Lonicera punctata</i>	4 plants	2 1/2 ft apart		
8	<i>Cornus sanguinea</i>	263 plants	2 1/2 ft apart		
9	<i>Yucca filamentosa</i>	20 plants	-	9 Beds 263 plants 2 1/2 ft apart	
	<i>Prunus laurocerasus</i>	20	-		
10	<i>Cornus alternifolia</i>	200 plants	-	10 Beds 263 plants 2 1/2 ft apart	
	<i>Salix caprea</i>	200	-		
11	<i>Rosa rugosa</i>	2 plants	-	3 Beds 263 plants 2 1/2 ft apart	
	<i>Yucca filamentosa</i>	2	-		
12	<i>Cornus alternifolia</i>	20	-	22 Beds 263 plants 2 1/2 ft apart	
	<i>Hamamelis virginica</i>	20	-		
13	<i>Berberis thunbergii</i>	263 plants	2 1/2 ft apart		
14	<i>Rosa rugosa</i>	20	-	22 Beds 263 plants 2 1/2 ft apart	
	<i>Hamamelis virginica</i>	20	-		
15	<i>Hamamelis virginica</i>	20 plants	-		
16	<i>Hamamelis virginica</i>	20 plants	-		
17	<i>Hamamelis virginica</i>	20 plants	-		
18	<i>Hamamelis virginica</i>	20 plants	-		
19	<i>Hamamelis virginica</i>	20 plants	-		
20	<i>Hamamelis virginica</i>	20 plants	-		
21	<i>Cytisus sagittalis</i>	100	-	11 Beds 263 plants 2 1/2 ft apart	
	<i>Prunus laurocerasus</i>	100	-		
	<i>Cornus alternifolia</i>	100	-		
22	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
23	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
24	<i>Berberis thunbergii</i>	263 plants	2 1/2 ft apart (for hedge)		
25	<i>Rosa rugosa</i>	20 plants	-	26 plants 2 1/2 ft apart	
	<i>Rosa rugosa</i>	20	-		
26	<i>Taxus canadensis</i>	20	-		
27	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
28	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
29	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
30	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
31	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
32	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
33	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
34	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
35	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
36	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
37	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
38	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
39	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
40	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
41	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
42	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
43	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
44	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
45	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
46	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
47	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
48	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
49	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
50	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
51	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
52	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
53	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
54	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
55	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
56	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
57	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
58	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
59	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		
60	<i>Hamamelis virginica</i>	20 plants	2 1/2 ft apart		

is putting in wherever it has lake shore rights, and applies also to the Bailey Peninsula."⁴ This quote clearly describes the construction of the lakeside boulevard that is shown in the accompanying photographs that date from approximately the same period.

Frink Boulevard construction description serves as an example of the forest switch-back boulevard. The Commissioner's Report states that the boulevard from Holgate Street north goes up the hill, "From here north to Leschi Park it was found necessary for physical and financial reasons to leave the lake shore and take to the upland. Therefore, beginning at the pumping station and winding its way up the hill through the beautiful ravines of Colman Park, ...thence north on Thirty-Fourth Avenue South to Frink Park, ...it has been graded a distance of seventy-two hundred feet, ...Ornamental concrete bridges and culverts have been constructed and the roadway will be open to traffic this year."⁵



Frink Park Pedestrian Undercrossing

Blaine Boulevard was a connecting piece bringing the boulevard from Frink Park under Yesler Way street railway through another ornamental concrete bridge and then back to the lakeshore. A diagonal route to the north was secured on an existing street which was later to be widened. (This widening appears never to have taken place.) After reaching Lakeside Avenue, the boulevard passed "...over a pile bridge, and over a newly graded right-of-way to the Denny Blaine Addition, where it joins the portion of boulevard opened to traffic last year, which is fully macadamized with abutting slopes landscaped and planted."⁶

Washington Park Boulevard was the first constructed traversing 7200 feet with 2500 paved with macadam and 4700 paved with gravel. The report notes that the "...finished gravel roadway was placed as an experiment and giving great satisfaction. Trees and shrubs have been planted in connection with this boulevard and a three-quarter mile speedway adjoining the boulevard is really a part of it." The mention of the speedway indicates an early use as cars appeared first in Seattle in 1900. The technology of pavement is also of interest and the notation that portions of the drive were macadam while others were gravel is of interest. The report states that a Rock Crushing Plant was acquired in a nearby town and put in operation for the construction of the boulevards. The quarry production of 200 cubic yards of crushed rock per day was

used entirely by the Park Department during the summer.

The Olmsted Brothers reviewed the progress and wrote a long letter considering all aspects of the work. The following list of items summarizes the June 14, 1909 letter to Edward Cheasty, Board of Park Commissioners, from John Charles Olmsted,⁸

- o adopt a width of not less than 24 feet for drive surface,
- o at sharp curves width should increase considerably,
- o crown of drive should be gentle,
- o on curves in ravines slope entire drive down to concave side,
- o inner side should have a shallow turf gutter, 3 feet wide,
- o bridges should be designed with sufficient width and have pedestrian paths provided over or under them,
- o provide walks paralleling drive or meandering,
- o when area is narrow, place walk on outer edge of drive on a concrete foundation and cantilever the outer edge on columns or on a timber construction of cribbing or log posts,
- o provide a grass parking strip between the drive and the walk and plant it in some areas with shrubs and trees of wild sort,
- o preserve natural wild growths and harmonize new plantings with time,
- o do not plant trees in regular rows,
- o do not plant garden varieties of shrubs - use wild creepers and low bushes, instead,
- o use substantial natural poles with bark on for guard rails,
- o concrete construction should be of dark color with mineral mortar and should be roughened, not formal, bright and citified,
- o use rustic drain inlets formed by a flat stone resting on two smaller stones, cover and disguise with earth and creepers.
- o construct graceful, curving drives.

The following comments are directly excerpted from Olmsted Brothers correspondence. These comments can be seen in graphic portrayal by the accompanying views of the boulevard taken between 1909 and 1914. The clearest plan for this As-Built condition is the survey of about half of the boulevard in 1909 that is listed in Appendix A. Other plans developed by the city parks and engineering departments for portions of the boulevard dating from the early 20th Century are also listed and act as references for this period.

Olmsted Brothers, Excerpts from 1909 letter:

"I regret to see that the lines of the drives were in many cases conspicuously stiff, consisting of a succession of simple radial curves and straight lines... It is not too late as yet to complete the construction of drives with more regard for gracefulness in curvature and grade, I earnestly hope that this will be done.

"There has been what seems to me a most undesirable omission of a walk paralleling nearly all of these drives. My experience elsewhere leaves me without the slightest doubt that it is essential for the pleasure and convenience both of drivers and pedestrians that such a walk should be provided everywhere along these drives."

"There is altogether too much stiffness, formality and monotonousness in the slopes along the drives both in cut and in fill. It is absolutely essential in park work of a naturalistic character such as almost all of this should properly be that the cuts and fill instead of being made as is customary in construction of railroads should be varied even at considerable additional expense. The problem of constructing park drives is much more than that of securing a certain width with certain maximum grade in the profile and a graceful alignment. It extends to the

proper treatment of the side slopes to make them harmonize with the surroundings."

"I think in many such cases of slopes in woodland it would be preferable to reduce the interference with the woods to a minimum by having the drive less in cut than in fill, thus reducing the cut in the slope along the uphill side which must necessarily be very conspicuous, and overcoming the difficulty on the downhill side by retaining walls, log crib work, or building the sidewalk on log posts or columns."



Colman Park Switchbacks



Colman Park Switchbacks

"While so far as I can judge the work of your engineer and superintendent has been admirable as regards efficiency and economy, and while there is much evidence of good judgement having been exercised, my review of the work under construction has impressed me very strongly with the feeling that it is most unfortunate from the point of view of park design that you have not someone in your organization with the special duty and the power through education and experience of securing a greater degree of beauty and especially harmony of the necessary construction work with the romantic and sylvan character inherent in the land through which the park drives have been carried. While the drives are successful in opening up the parks to the public and affording them the benefit of enjoying the wonderful views, the detailed landscape treatment has been very much neglected or has been done in a stiff and formal manner distressingly out of harmony with the wild beauty of the natural woods and ground covering growths."

Footnotes

1. Report of Olmsted Brothers, to Mr. E.F. Blaine, Chairman Board of Park Commissioners, original printing 1904, reprint edition 1984, page 50, Seattle Friends of Olmsted Parks.

2. Letter to Saunders, January 25, 1904, from John Charles Olmsted for Olmsted Brothers.

3. Park Commissioner's Report, City of Seattle, Boulevards, p. 59.

4. Ibid., p. 59.

5. Ibid., p. 63.

6. Ibid., p. 63.

7. Ibid., p. 63.

8. Letter from John Charles Olmsted, Olmsted Brothers, Landscape Architects to Edward Cheasty, Chairman, Seattle Board of Park Commissioners, June 14, 1909.

9. The Argus, December 18, 1909, p. 23.



Lake Washington Boulevard at Mt. Baker Boulevard



LAKE • WASHINGTON • BOULEVARD

INVENTORY

Inventory

The mapping and written documentation of inventory data provide a comprehensive view of the Lake Washington Boulevard. It includes a summary of Community Participation, interviews with Department of Parks and Recreation management, a description of Visual Quality, and a mapping of Land Use Information, Public Services, and Physical Condition.

Community Participation

The planning phase for the restoration of the Lake Washington Boulevard incorporates extensive community participation. A Boulevard Advisory Committee (BAC) and a series of six community workshops provide direction, review, and consultation.

The membership on the BAC includes appointed representatives of the:

- o Board of Park Commissioners
- o Seattle Landmarks Preservation Board
- o Community Councils in the areas surrounding the Boulevard
- o Friends of Seattle's Olmsted Parks
- o Seattle Engineering Department
- o Seattle Bicycle Advisory Committee
- o Cascade Bicycle Club
- o Arboretum and Botanical Advisory Committee
- o Seattle Design Commission

The workshops were held with the Montlake, Harrison, Leschi, Mt. Baker, and Lakewood/Seward Park communities.

Park and Property Management

Interviews were conducted with Department of Parks and Recreation management at the beginning of the planning study. They solicited information and opinions regarding current property management, recreation use, planting, and maintenance and operations for the Lake Washington Boulevard.

The interviews were conducted in January 1986. Department personnel present included:

- o Donald Harris
Director of Development
- o Rae Tufts
Project Planner
- o William S. McMillian
Senior Real Property Agent
- o Virginia Swanson
Director of Recreation Programs
- o Jeff Sandoz
Administrative Assistant for Recreation Programs
- o Bud Girtch
Director of Operations
- o Billy Quarles
Manager of Public Works
- o Jon W.R. Abrahamson
Manager of Grounds Operations
- o Pat Elder
Park Horticulturist
- o Tony Welfringer
Park Surveyor

Boulevard maintenance and operations are shared between the Department and the Seattle Engineering Department (SED). SED maintains the roadway surface. The

Department maintains the park landscape and structures. Its responsibilities are divided between project planning and capital improvements, recreation, property management, and facilities and grounds maintenance programs. The Boulevard lies within two maintenance districts: the East Central and Southeast.

The following summarizes the specific comments made during the interviews. They are listed by major property and maintenance concerns.

Roadway

The pavement, and curb and gutters are in various stages of disrepair. Some sections of the Boulevard have no curbs or gutters. In several sections, inadequate or poor drainage is a pervasive problem during the rainy season and has resulted in expensive maintenance costs.

SURFACE

The Seattle Engineering Department has allocated funds for repaving the Boulevard through the Arboretum. The State Department of Transportation will rehabilitate the pavement surface above the new I-90 tunnels.

EDGE & STORM DRAINAGE

A variety of roadway edge conditions exist. The original design was a turf shoulder and swale. Later installation of curb and gutters has been piecemeal and follows no uniform standard. Many drain inlets are twenty-five to thirty years old and dysfunctional. The Department and SED have standard details and specifications for curb and gutters and storm drainage. SED maintains a stockpile of old granite curbs.

GUARDRAILS

A variety of guardrails exist, but occur only in limited areas. Flexrail, logs, bollards and boulders are used. Flexrail tends to rust; its long-term durability is questionable. Both wood and concrete bollards are used. Wood is preferred over concrete.

PARKING

Existing lots accommodate most demand for facility parking. Parallel parking by adjacent residential users is a problem. Soil is compacted, mud holes are created, and tree trunks and root systems are damaged.

Walks and Pathways

Conflict between pedestrians, bicyclists and automobiles is the major concern identified with the Boulevard pathway system.

PEDESTRIAN

The intersection at Mt. Baker Boulevard and the high number of people using the Mt. Baker Beach area create potential traffic/ pedestrian conflicts. Lack of adequate landing areas at the base of pedestrian stairs is a safety hazard (e.g. S. Dose Terrace street end).

BIKEWAY

Sections of the bikeway are inadequate or in need of rehabilitation.

Structures and Furnishings

Deterioration of historic bridges and non-expansion of existing street lighting are the major concerns identified with Boulevard structures and furnishings.

Vegetation

Deterioration of existing trees, illegal view pruning, shoreline erosion, and accommodation of tractor mowers are the major concerns identified with Boulevard vegetation.

TURF

Efficient operation of machine mowing equipment requires slopes less than 3:1. Low tree branches should be pruned for mower access.

TREES

The Pacific madrone groves are in serious decline. The flowering cherry trees, a gift from the Japanese government, have not adapted well. Adjacent residential landowners view-prune Boulevard trees; existing laws and regulations should be enforced to stop this practice. Current tree maintenance and replacement is inadequate; only twenty-five trees have been planted along the Boulevard in the last three years. When long range guidelines are developed for tree type and configuration, the Department can plant additional trees as part of its annual maintenance operations.

EROSION

Soil erosion and slope failure of adjacent hillsides and the shoreline edge are ongoing maintenance concerns. There were six significant hillside slope failures this 1985-86 winter. Several shoreline areas have recently been reconstructed using cobbles and rip-rap. Funding is allocated for two other areas. Ecology blocks and retaining walls are used in other areas to prevent shoreline erosion.

SHORELINE VEGETATION

Milfoil growth in Lake Washington is an ongoing maintenance concern.

IRRIGATION

Irrigation systems are used only in limited areas (Ferdinand Street Park). The Department prefers automated systems for all new planting areas.

Use

Overuse and destruction of the Boulevard landscape during the annual Seafair hydroplane races is the major concern identified with Boulevard use. Garbage, compaction of the soil and trampling of lawns are the main problems.

Visual Quality

The visual quality of Lake Washington Boulevard makes it a memorable part of Seattle. It provides a variety of spatial qualities; the open vistas and views of woodlands, mountains and water contrast with enclosed forest corridors. The steep switchbacks in Lakeview, Frink and Colman Parks provide topographic interest in an otherwise level terrain. The mapping includes Character Areas and Scenic Summary.

Discontinuities

Growth of adjacent residential and commercial land use and high traffic volume have disrupted and eroded the Boulevard's scenic quality. Instead of the continuum of naturalistic settings envisioned by the Olmsted Brothers, it is now a string of park areas interrupted by urban traffic arterials.

Character Areas

The Boulevard passes through a sequence of

twelve landscape character areas. From north to south, it includes: the north entrance along SR 520; the Arboretum; the Harrison neighborhood; the Lakeview Park switchbacks; the Denny Blaine neighborhood; Madrona Park; Leschi Park; the Frink Park switchbacks; the Upper Boulevard; the Colman Park switchbacks; the Mt. Baker lakeshore; and the Lakewood/Seward Park neighborhood (Figure 9).

Vistas and Viewpoints

Major vistas and viewpoints occur along the Upper Boulevard, at turns along the lakeshore, and from street ends. Two major vistas occur along the Upper Boulevard. This is the eight block residential area between Frink and Colman parks. The area is 140 feet above Lake Washington. The first vista occurs at the road split between S. Norman and Charles Streets. The second is above the I-90 tunnels. Other major vistas occur while approaching the Boulevard along Madrona Drive, Mt. Baker Boulevard, S. Adams Street, and through Genesee Park (Figure 10).

Land Use Information

The inventory of land use information provides background information on Boulevard Ownership, Adjacent Land Use, and Encroachment. The mapping includes the delineation of the Boulevard property boundary on a set of King County Assessor's maps and aerial photos, and an Encroachment Inventory and Summary.

Ownership

The majority of the Lake Washington Boulevard is owned fee simple by the City of Seattle. It is maintained by the Department of Parks and Recreation. A small portion is platted right-of-way. Along portions owned fee simple, the adjacent landowner has no right to the land or control over its landscape style. Along portions of platted right-of-way, adjacent landowners have an underlying right to exert control over the landscape up to the curb line. This right can be revoked when, and if, the City asserts its right of control.

Adjacent Land Use

Park and recreation, and residential are the predominant land uses adjacent to the Boulevard. Of the 18.4 miles of adjacent land, 8.4 miles is park and forest, 5.5 miles is residential, 4.2 miles is lakeshore, and .3 miles is freeway.

Encroachment

Encroachment is the private use of the public Boulevard. It occurs in varying degrees of concentration and extent along adjacent private ownership. Since the establishment of the Boulevard, private owners have established homes, and to a degree, businesses adjacent to it. In some situations, the adjacent landowners are aware of the property boundary and have executed a formal use permit with the Department. In other situations, the private homeowners aren't aware of the property boundary and are using public land for their private purpose. Many times, owners have purchased homes along the Boulevard with a vague verbal description of the property limits and an obscure reference to an agreement with the "City."

Five levels of encroachment are identified along the Boulevard. The following paragraphs and Figures 11 and 12 define each type and provide specific examples.

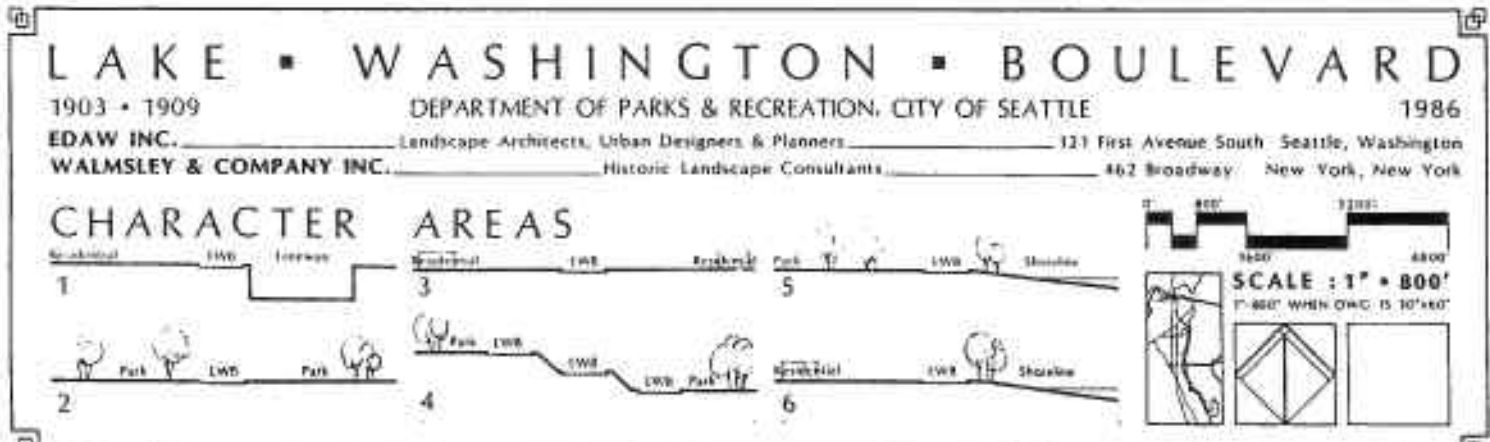


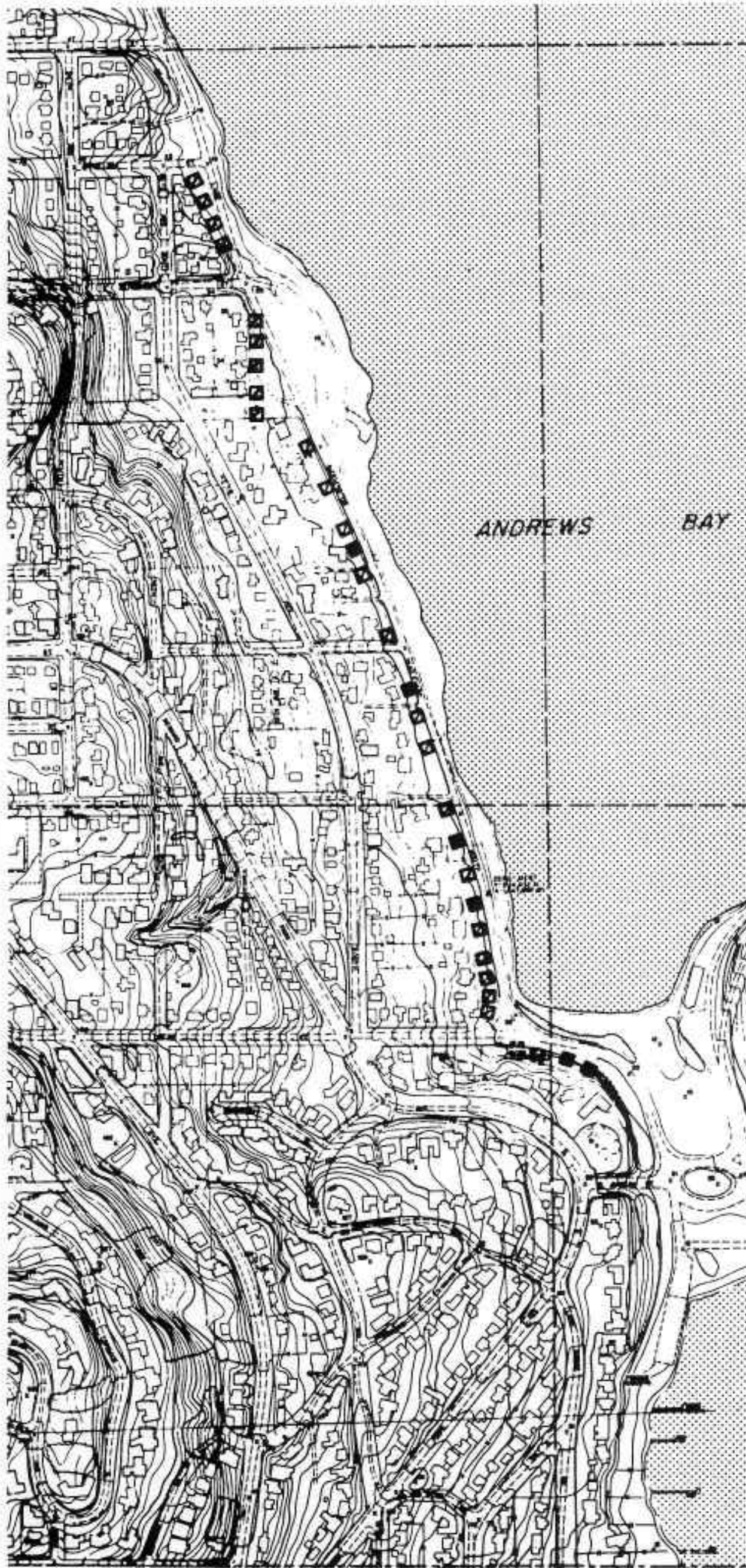
Figure 9

ENCROACHMENT

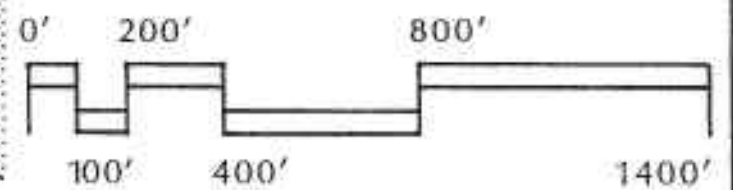
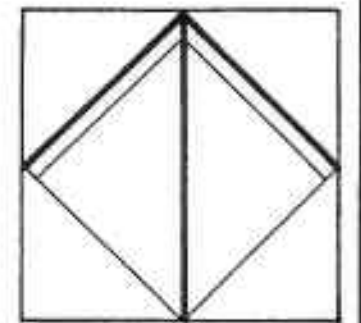
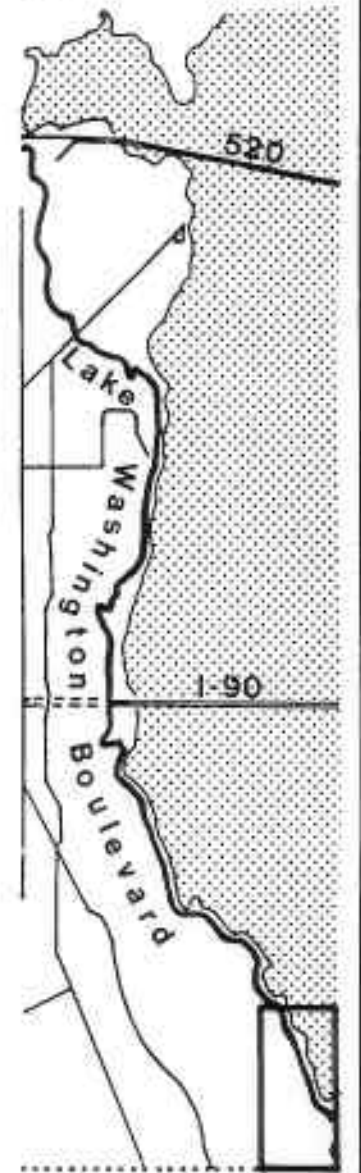
SEWARD PARK

LEGEND:
ENCROACHMENT

- BOULEVARD CAPTURE
- DISRUPTIVE DOMAIN EXTENSION
- BENCH DOMAIN EXTENSION
- PARKING ENCROACHMENT
- VISUAL DISRUPTION



KEY MAP



LAKE ■ WASHINGTON ■ BOULEVARD

Department of Parks & Recreation

City of Seattle

Washington

EDAW Inc. Landscape Architects, Urban Designers & Planners 121 1st Ave. S. Seattle, WA
 WALMSLEY & Company Inc Historic Landscape Consultant 462 Broadway New York, NY



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South, Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway, New York, New York

ENCROACHMENT

LEGEND:

- THREE OR MORE INCIDENTS OF PHYSICAL/LANDSCAPE ENCROACHMENT
- THREE OR MORE INCIDENTS OF PARKING ENCROACHMENT

SCALE: 1" = 800'

Figure 12

Boulevard Capture

Boulevard Capture occurs where private barriers prevent public use or access to areas of the Boulevard. The condition occurs where a fence, hedge or wall has been installed to "capture" a small part of the Boulevard and transform it into the adjacent owner's private domain. This is the most severe and rarest type of encroachment. Several instances occur near the north entrance, along the Upper Boulevard and near the south entrance.

Disruptive Domain Extension

Disruptive Domain Extension occurs where an individual property owner establishes a landscape style markedly different from that of the neighborhood, and applies this unique treatment past the property line to the roadway. Because the landscape style of the Boulevard matches the adjacent private landscape, people perceive that private property extends to the roadway. This type of encroachment is rare. A few instances occur along the Upper Boulevard.

Benign Domain Extension

Benign Domain Extension occurs where the landscape treatment is in keeping with the context, but public land is still perceived as part of private property. This type of encroachment is common. It occurs in the Montlake, Harrison, Upper Boulevard, and Lakewood/Seward Park neighborhoods.

Parking Encroachment

Parking Encroachment occurs where private parking demand exceeds supply. Street parking satisfies the shortfall. This is a typical situation where the Boulevard passes through residential neighborhoods. It is a problem where the Boulevard lacks curbs, and limits to street parking aren't defined. This type of encroachment is the most common. It occurs in the Montlake, Harrison, Madrona and Upper Boulevard neighborhoods.

Visual Disruption

Visual Disruption occurs in areas where private landowners build to the property line without setback or screens, or in ways that are clearly out of character with the visual context. This type is rare. A few cases occur in the Madrona neighborhood and near the south entrance.

Public Services

The inventory of public services provides information concerning public use of the Boulevard, user facilities, special events, transportation services, and traffic statistics. The accompanying maps include User Facilities and Traffic Volume/Vehicular Access Points.

Public Use

Recreational activity is the predominant use of the Lake Washington Boulevard. It includes people watching, walking, jogging, bicycling, swimming, boating, canoeing, sailing, fishing, picnicking, sunning, and special events. The activity areas and events are managed by the Department of Parks and Recreation or its concessionaires. They manage nineteen facilities, co-sponsor special events, and provide a general framework for informal recreation use.

User Facilities

The majority of user facilities are for water-related use (Figure 13). There are two bathing beaches, three fishing/sunning

piers, five moorage or boat launch facilities, and the Seafair hydroplane racecourse. There are facilities for active recreation at the Washington Park Playfields, E. Yesler Way Tennis Courts, and the Genesee Playfield. Dance and art classes are held at the Madrona Dance Studio and Seward Park Art Studio. The "pea patches" in Colman Park provide an opportunity for neighbors to grow vegetables and flowers. The Leschi parking lots are popular staging areas for bicyclists.

Special Events

Two special events bring many Seattle citizens to the Boulevard. The third Sunday of the month, May through September, is Bicycle Sunday. The Boulevard, from Mt. Baker Park to Seward Park, is closed to automobile traffic 10 AM to 5 PM.

The annual Seafair hydroplane race brings thousands of people to the Boulevard during the first weekend of August.

Transportation

Lake Washington Boulevard is one of the major scenic transportation corridors in Seattle. It is used by pedestrians, bicyclists, and people in automobiles. The Boulevard is a collector arterial. It is used as a commuter route, as a recreational pleasure drive, and as an access road for the abutting commercial uses, recreational facilities, and single or multiple family residences. The City's goal has long been to reduce traffic volume and speed as a means to increasing safety and recreational pleasure.

Pedestrian

The Boulevard from Madrona Drive to Lakeside Avenue S. and from Colman Park to S. Orcas Street is designated as a Key Pedestrian Street. The pedestrian path system is discontinuous. Gaps exist through the Arboretum, Lakeview Park, Madrona neighborhood, Frink Park, the Upper Boulevard, and Colman Park. Potential pedestrian automobile conflicts also exist at the Mt. Baker Beach area, and at street end stairways (e.g., S. Dose Terrace).

Bicycle

The Boulevard is a major bike transportation corridor. The section between 23rd Avenue E. and E. Madison Street is a Key Bicycle Street, the section between E. Madison Street and Lakeside Avenue S. is a Bicycle Route, and the section between Colman Park and S. Orcas Street is a Bicycle Path. Discontinuities in the bike system, the narrow winding road through the Lakeview Park switchbacks, and the high traffic volume through the Arboretum create several hazard areas.

Bus

Metro transit provides bus service to several points along the Boulevard. The access points are at the Boulevard's intersection with 23rd Avenue E., E. Madison Street, Madrona Drive, E. Alder Street, and S. Orcas Street.

Automobile

The Boulevard between Montlake and Leschi and from Colman Park to S. Orcas Street is designated as a collector arterial. Average daily traffic (ADT) volume ranges from 16,000 ADT through the Arboretum to 3,000 ADT at the south entrance near Seward Park (Figure 14). The highest volume occurs



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 46-2 Broadway New York, New York

USER FACILITIES

LEGEND:

••••• MAJOR BIWAYS	● EXISTING FACILITIES
— OTHER BIKE ROUTES, BYPASS ROUTES, CONNECTOR ROUTES	⊙ FACILITIES OPERATED AS CONCESSION TRANSFER
▨ PARKING	○ FACILITIES PLANNED OR UNDER CONSTRUCTION

SCALE: 1" = 800'

PLANNED VIEWS ONLY. SEE 10" PLAN

Figure 13



LAKE • WASHINGTON • BOULEVARD
 1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

TRAFFIC VOLUME / VEHICULAR ACCESS POINTS

LEGEND:
 * (Average Daily Traffic - Both Directions)

	16,000 ADT*		ARTERIAL ACCESS POINT
	10,000 ADT		COLLECTOR ACCESS POINT
	6-7,000 ADT		MINOR ACCESS POINT
	1-4,000 ADT		

SCALE: 1" = 800'
 0'-000' 0'-400' 0'-800' 1'-200'

Figure 14

during the weekday commuter hours and sunny weekends during the spring and summer.

There are numerous access points to the Boulevard. Fourteen arterial streets and forty collector streets cross or terminate at the Boulevard.

The Boulevard and its related transportation policies are a major component of the Seattle East/Central Transportation Corridor Plan. The major findings related to the Boulevard include: its designation as a community collector arterial; lowering of the speed limit from 30 m.p.h. to 25 m.p.h.; designation of three pedestrian zones - two in the Arboretum and one at the intersection with Lakeside Avenue S.; the redesign of the intersection with E. Foster Island Road; and designation of an alternative bike route which would bypass the Lakeview Park switchbacks and the Arboretum.

Parking is provided in formal lots associated with parks or moorage facilities along Lake Washington. Adequate spaces are currently available. Informal parking is primarily associated with adjacent residential uses. It is most common in the Montlake, Harrison, Madrona, and Upper Boulevard neighborhoods.

Physical Condition

The mapping of physical condition provides background data on all the natural and built elements of Lake Washington Boulevard. It provides an inventory of such features as trees, shrubs, vehicular compaction, erosion, road and walkway surfaces, light standards, and street furniture. The accompanying maps include: Typical Sections, Natural Elements Inventory, Landscape Analysis, Built Elements Inventory, Curb Extent/Vehicular Compaction, Street Lighting/Bollards/Guardrails, and Structures.

Natural Elements

The natural landscape of the Boulevard provides the setting for recreational activities, scenic beauty, and slope stability. Lawns in the parks and along the lakeshore provide areas for picnicking and sunning. Trees provide a sense of enclosure and shade. Hillside vegetation helps protect the steep slopes from erosion and slope movement.

Methodology

All vegetation and ground surface is documented by type and condition, including: trees, shrubs, forest edge, water edge, vehicular compaction, erosion, and drainage. The information is recorded on a set of nine inventory maps (Figure 17). The condition of the vegetation is rated by the following criteria:

CONDITION 1

Good, fine condition; full foliage; or newly planted and obviously well maintained.

CONDITION 2

Fair; some dead wood, damage or disease apparent, but essentially full foliage; minor rehabilitation treatment or surgery (pruning) would be helpful; survival prospects not in doubt.

CONDITION 3

Poor; some dead wood, damage or disease

apparent; partial foliage; major rehabilitation treatment or tree surgery necessary; long-term survival prospects questionable.

CONDITION 4

Dead, dying, or in definite decline, much dead wood (1/3 or more), damage or disease; tree beyond recovery; little or no foliage; terminal.

The extent of vehicular compaction, erosion and poor drainage is rated from no evidence, to evidence of severe problem.

The following text, matrix (Figure 15), and mapping summarizes the type, extent and condition of each natural element.

Trees

Trees are the dominant natural elements along the Boulevard. Four tree types are mapped, including: deciduous, evergreen, focal, and ornamental flowering trees. They are either part of the indigenous forest, forest remnants along the lakeshore, or formal street tree plantings. The indigenous forest occurs within Lakeview, Frink and Colman Parks, and in many areas adjacent to the lakeshore. Bigleaf maples, red alders and douglas fir predominate. Remnants of pacific madrone are clustered along the lakeshore. They are in serious decline. Formal street tree plantings occur extensively along the lakeshore from Colman Park to Seward Park, and sporadically along the northern section of the Boulevard. Lindens and poplars are planted in the Montlake neighborhood; flowering cherries and maples in the Madrona neighborhood, and parallel rows of flowering cherries and maples along the lakeshore. Thirty-five percent of the deciduous shade trees are dying or in serious decline.

Shrubs

Ornamental shrub masses and hedges are a minor part of the Boulevard landscape. Most are used for screening of parking lots. Native shrubs and creepers occur throughout the forested switchbacks and on much of the steep slopes adjacent to the lakeshore. Invasive waterside shrubs and brambles have become established along the lake.

Water Edge

A variety of edge conditions exist on the shores of Lake Washington. Half of the shoreline is soft and vegetated. The remaining shore edge is either retaining wall or rip-rap. The Department's maintenance staff identified shoreline erosion as a major concern.

Vehicular Compaction

Significant vehicular compaction occurs along uncurbed portions of the Boulevard. Major problems occur through residential areas and adjacent to the McClellan Street fishing pier.

Erosion

Erosion and slope stability is a problem along the steep slopes adjacent to the lakeshore and through the switchbacks. Several active slope failures are located in the Madrona and Mt. Baker neighborhoods.

Poor Drainage

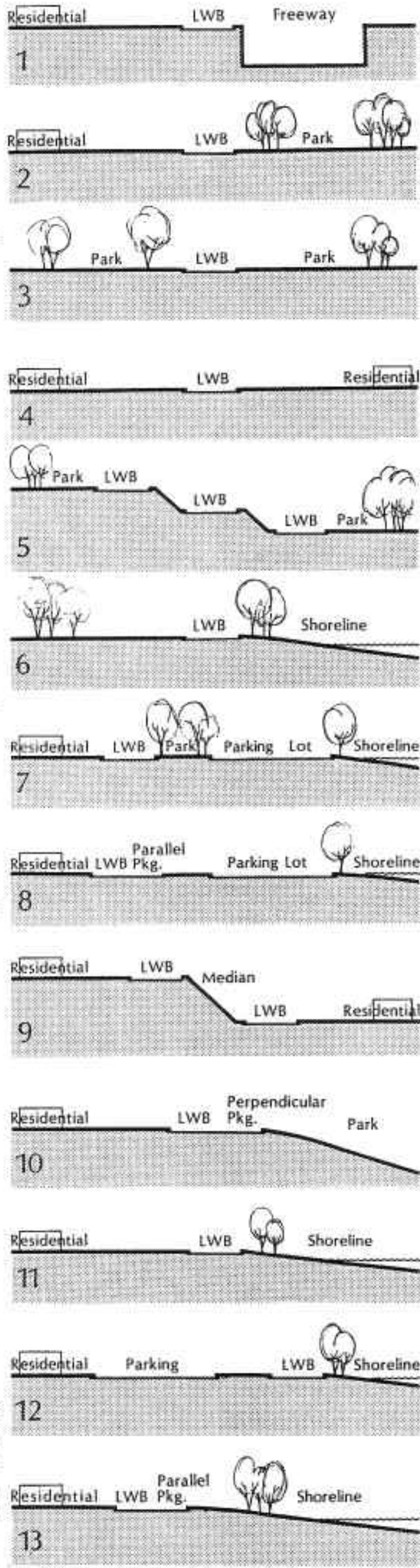
Surface water and saturated soils are a problem in several areas along the Boulevard. Water seeps down the adjacent hillsides and across the pavement in the

Mt. Baker area. Backfill over a granite rip-rap seawall, just south of the Mt. Baker Beach area, impedes storm water drainage. The low areas around Genesee Park and the Mt. Baker Sailing and Rowing facility were part of the Wetmore Slough before the lake level was lowered. A high seasonable water table continues to be a problem in this area.

Natural Elements Matrix

ELEMENT	CONDITION				TOTAL ALL CONDITIONS	PERCENTAGE OF TOTAL (PER CATEGORY)
	CONDITION 1 EXCELLENT	CONDITION 2 GOOD	CONDITION 3 DAMAGED	CONDITION 4 DEAD OR DYING (SEVERE)		
DECIDUOUS TREES (ea.)						
< 6" Caliper	44	160	29	21	244	21%
7"-12" Caliper	2	163	68	31	264	23%
13"-20" Caliper	0	206	90	56	352	30%
21"-30" Caliper	0	103	41	13	157	13%
> 30" Caliper	0	92	42	16	150	13%
Total All Caliper Sizes	46/4%	714/61%	270/23%	137/12%	1,167	100%
EVERGREEN TREES (ea.)						
< 6" Caliper	9	43	1	0	53	11%
7"-12" Caliper	0	108	8	6	122	27%
13"-20" Caliper	0	118	16	9	143	31%
21"-30" Caliper	0	74	17	4	95	21%
> 30" Caliper	0	38	7	2	47	10%
Total All Caliper Sizes	9/2%	381/82%	49/11%	21/5%	460	100%
FOCAL TREES (ea.)						
< 6" Caliper	0	0	0	0	0	0%
7"-12" Caliper	0	3	0	0	3	3%
13"-20" Caliper	0	25	2	1	28	27%
21"-30" Caliper	0	1	2	6	19	18%
> 30" Caliper	0	10	2	1	13	13%
Total All Caliper Sizes	0/0%	49/77%	6/10%	8/13%	63	100%
ORNAMENTAL FLOWERING TREES (ea.)						
< 6" Caliper	0	90	54	26	170	46%
7"-12" Caliper	0	55	26	5	86	23%
13"-20" Caliper	0	9	6	7	22	6%
21"-30" Caliper	0	0	1	0	1	1%
> 30" Caliper	0	0	0	0	0	0%
Total All Caliper Sizes	0/0%	154/42%	87/24%	125/34%	366	100%
FOREST EDGE (l.f.)	0/0%	26,250/80%	3,140/10%	3,580/10%	32,970	100%
SHRUB MASS (l.f.)	0/0%	10,860/60%	3,690/21%	3,335/19%	17,885	100%
HEDGE (l.f.)	0/0%	4,285/90%	330/7%	120/3%	4,735	100%
AQUATIC PLANTS (l.f.)	0/0%	4,295/100%	0/0%	0/0%	4,295	100%
EXOTIC PLANTS (l.f.)	0/0%	6,355/78%	1,150/14%	615/8%	8,120	100%
WATER EDGE (l.f.)						
Soft	0	7,525	2,790	105	10,420	46%
Hard	0	6,550	0	105	6,655	29%
Rip-Rap	0	3,880	1,740	0	5,620	25%
Total All Water Edge	0/0%	17,955/79%	4,530/20%	210/1%	22,695	100%
DESIRE PATH (l.f.)	0/0%	0/0%	14,635/75%	4,750/25%	19,385	100%
VEHICULAR COMPACTION (l.f.)	0/0%	4,375/23%	2,730/15%	11,640/62%	18,745	100%
EROSION (l.f.)	0/0%	0/0%	0/0%	215/100%	215	100%
POOR DRAINAGE (l.f.)	0/0%	0/0%	180/100%	0/0%	180	100%

Figure 15



LAKE • WASHINGTON • BOULEVARD

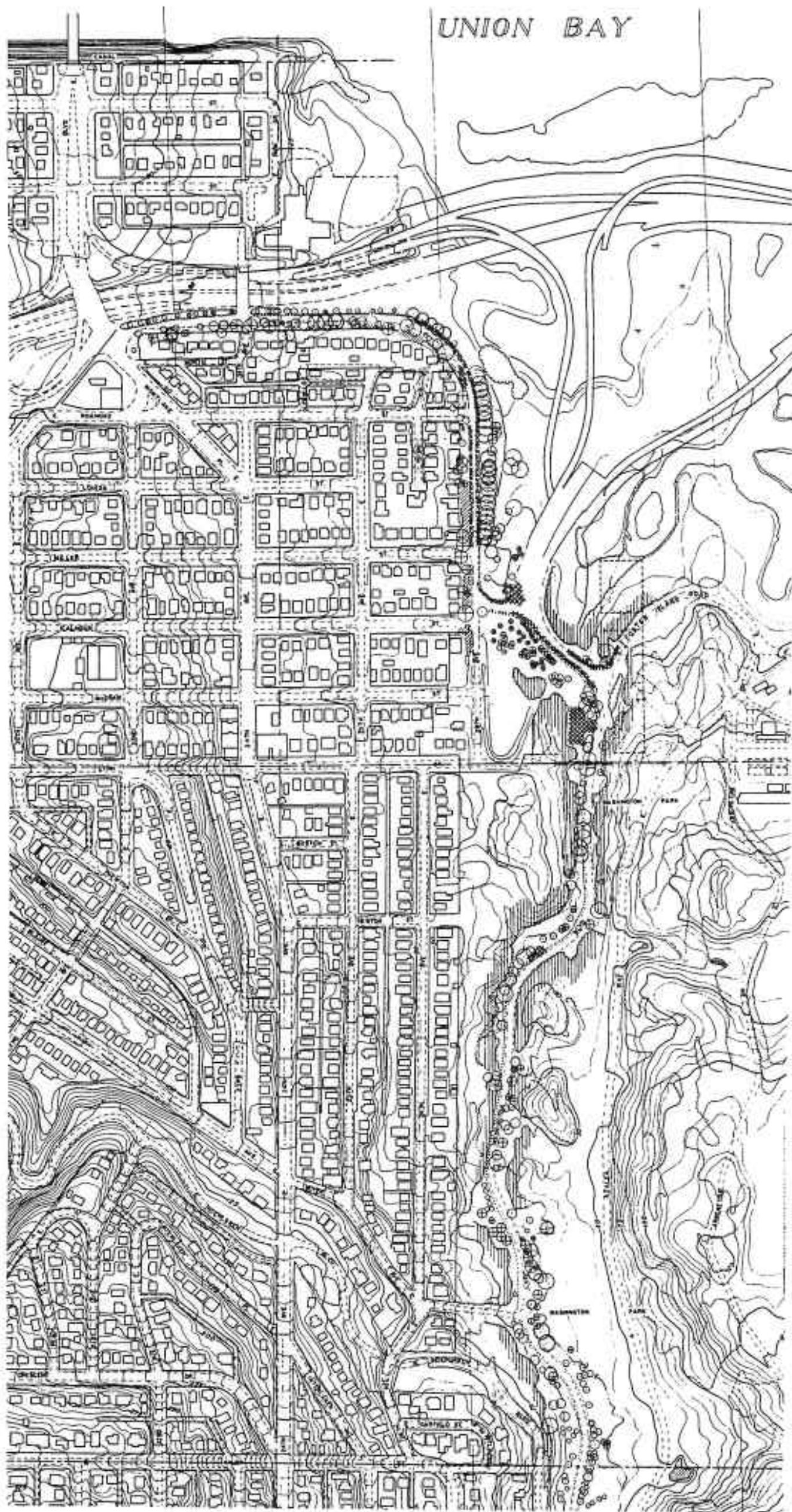
1903 • 1909 1986
 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

TYPICAL SECTIONS

SCALE : 1" = 800'
 1" = 800' WHEN DWG IS 30" x 40"

Figure 16



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South, Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway, New York, New York

NATURAL ELEMENTS INVENTORY

CATEGORIES	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	
DECIDUOUS					
6" CALIPER TREE	○	12" CALIPER TREE	⊗	SOFT PLAINS	—
7"-12" CALIPER TREE	○	FOCAL	⊗	FAIR PLAINS	—
13"-20" CALIPER TREE	○	6" CALIPER TREE	○	WATER EDGE	—
21"-30" CALIPER TREE	○	7"-12" CALIPER TREE	○	SLOPE	—
31" CALIPER TREE	○	13"-20" CALIPER TREE	○	SHADE	—
EVERGREEN		21"-30" CALIPER TREE	○	RIP RAP	—
6" CALIPER TREE	●	31" CALIPER TREE	○		
7"-12" CALIPER TREE	●				
13"-20" CALIPER TREE	●	SHRUB MASS	⊗	DRIVE PATH	—
21"-30" CALIPER TREE	●	HEDGE	⊗	VEHICLE OR COMPACTOR	—
31" CALIPER TREE	●	FOREST EDGE	⊗	EROSION	—
				PETER DRAPAGE	—

SCALE: 1" = 100'
1" = 30.48 METERS (33 FEET)

N
1

Figure 17



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LANDSCAPE ANALYSIS

LEGEND

<p>TREE CONDITION</p> <p>■ AREAS OF DETEIORATED TREE CONDITION</p>	<p>FORMAL TREE PLANTINGS</p> <p>● MATURE DECIDUOUS SHADE TREES</p> <p>○ IMMATURE DECIDUOUS SHADE TREES</p> <p>■ MATURE FLOWERING TREES</p> <p>□ IMMATURE FLOWERING TREES</p>
---	---

SCALE : 1" = 800'
1" BAR WITH DIMS. IS 800'

Figure 18

Built Elements

The built elements of the Lake Washington Boulevard are an eclectic mixture of drives, pathways, structures, furnishings and materials. During the last eighty years, deterioration, inconsistent replacement, and incremental improvements have eliminated the unity of the built environment. Several historic structures still remain, including bridges, stair landings, and retaining walls.

Methodology

All drives, walks, pathways, structures and furnishings are documented by type and condition. The information is recorded on a set of nine inventory maps and summarized on three drawings: Curb Extent/Vehicular Compaction; Street Lighting/Bollards/Guardrails; and Structures (Figures 20, 21, 22, 23.) The condition of each element is rated by the following criteria:

CONDITION 1

New or recently installed.

CONDITION 2

Good; less than 10% deteriorated, essentially sound and serviceable, only minor rehabilitation necessary.

CONDITION 3

Fair; less than 50% deteriorated, but significant structural problems or functional shortcomings. Substantial repairs, modernization to current standards, major rehabilitation, partial reconstruction, replacement or substitution necessary.

CONDITION 4

Poor; more than 50% deteriorated, damaged beyond repair or actually destroyed. Total reconstruction, replacement or substitution necessary.

The following text, matrix (Figure 19), and mapping summarizes the type, extent, and condition of each built element. Where applicable and if the information is available, historic elements (pre 1946) are noted in parenthesis on the matrix.

Drive

The surface of the Boulevard drive is almost entirely asphalt paving. Its alignment, width and edge condition vary. In residential areas, its width is typically 24-26 feet. In parks and forest areas, its width is typically 20-22 feet. Along the lakeshore, its width is typically 24-26 feet.

The roadway edge is a mix of curb and gutters, and grass or gravel shoulders.

Walks and Pathways

The system of walks and pathways is discontinuous. Portions of what does exist needs repair. Bicyclists share the road with automobile traffic, or share recreational paths with pedestrians. The longest segment of paved walkway is between Colman and Seward Parks. Footpaths parallel much of the shoreline. Some sidewalks exist in the Montlake and Madrona neighborhoods.

Structures, Facilities and Materials

The Boulevard has four major buildings, seven historic bridges, a historic granite retaining wall, and numerous stairways. Street and park furnishings are limited, and follow no set standard.

BUILDINGS

Four major buildings are located alongside the Boulevard. The Madrona Dance Studio, built in 1927, provides concessionaire space for a variety of dance and exercise classes. The Seward Park Art Studio, built in 1927, provides concessionaire space for art instruction. The Mt. Baker Beach House, built in 1947 and remodeled in 1984, provides restrooms and lifeguard facilities. The Mt. Baker Sailing and Rowing Facility at Stan Sayres Memorial Park, built in 1985, provides instruction and storage facilities for canoes and sailing shells.

BRIDGES

Seven historic bridges exist along the Boulevard. Two are pedestrian overpasses. The first, at E. Lynn Street in the Arboretum, is a multiple arch brick and concrete structure. An aqueduct is incorporated within the structure. The second, at E. Yesler Way in Frink Park, is a remnant of the old cable car route. Its 8'6" vertical clearance and narrow opening make it hazardous for both pedestrian and vehicular traffic. The structure shows its age and will require major repair within the next five years. There are five pedestrian underpasses; one is in Frink Park and four are in Colman Park.

RETAINING WALLS

A historic granite rip-rap sea-wall is believed buried between the Mt. Baker Bathing Beach and Genesee Park. The +4,000 foot long wall was the original lake edge. After the lake was lowered in 1916-17, most of the wall was covered or overgrown by grasses. The other retaining walls are generally utilitarian and made of concrete.

STAIRWAYS

Twenty-five stairways connect adjacent neighborhoods to the Boulevard. Most are utilitarian and made of concrete. A few are wood. Two are distinctive in character - the S. Dose Terrace and Colman Park stairways descend by distinctive curving stairs.

STREET AND PARK FURNISHINGS

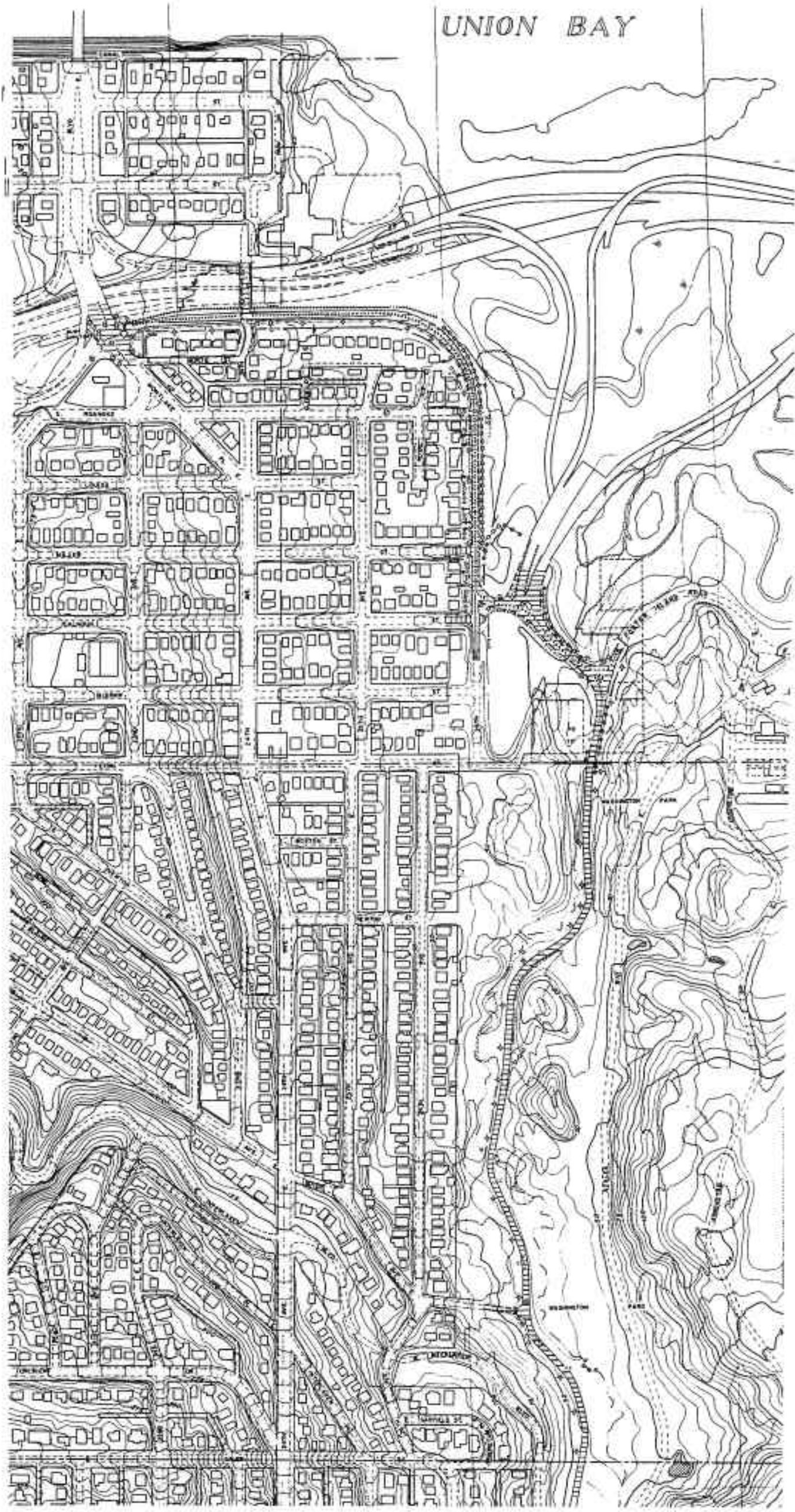
A variety of light standards illuminate portions of the residential neighborhoods and the Arboretum. There are 211 light standards. Half are cobra lights, and half are a mixture of the Arboretum and other decorative standards.

Built Elements Matrix

ELEMENT	CONDITION				TOTAL ALL CONDITIONS	PERCENTAGE OF TOTAL (PER CATEGORY)
	CONDITION 1 NEW	CONDITION 2 GOOD	CONDITION 3 DAMAGED	CONDITION 4 POOR		
DRIVE						
Pavement (l.f.)						
- Concrete	0	1,405	515	660	2,580	15%
- Bituminous	0	28,236	14,550	3,910	46,695	95%
Total All Pavement	0/0%	29,640/60%	15,065/30%	4,570/10%	49,275	100%
Pavement Edge (l.f.)						
- Curb (both sides)	0	21,340	210	0	21,550	46%
- Curb (one side)	0	720	1,010	1,915	3,645	8%
- Shoulder	0	960	2,505	18,190	21,655	46%
Total All Pavement Edge	0/0%	23,020/49%	3,725/8%	20,105/43%	46,850	100%
Guardrail (l.f.)						
- Flexrail	0	1,100	265	480	1,845	20%
- Log	0	835	765	0	1,600	18%
- Bollards	0	1,985	2,935	695	5,615	62%
- Boulders	5	320	50	0	375	1%
Total All Guardrails	5/0%	4,240/45%	4,015/43%	1,175/12%	9,435	100%
DRIVEWAYS (ea.)	0/0%	161/100%	0/0%	0/0%	161	100%
CURB CUTS (ea.)	0/0%	62/100%	0/0%	0/0%	62	100%
PEDESTRIAN CROSSINGS (ea.)	0/0%	18/100%	0/0%	0/0%	18	100%
WALKS AND PATHWAYS						
Concrete (l.f.)	150	13,150	5,130	725	19,155	48%
Asphalt (l.f.)	1,620	15,665	835	585	18,705	47%
Gravel (l.f.)	0	190	1,920	0	2,110	5%
Total All Walks & Paths	1,770/4%	29,005/73%	7,885/20%	1,310/3%	39,970	100%
STRUCTURES AND FURNISHINGS*						
Bridges (ea.)	0/0%	7/100%	0/0%	0/0%	7 (7)	100%
Stairs (ea.)	0/0%	22/88%	2/8%	1/4%	25 (4)	100%
Retaining Walls (l.f.)	0/0%	9,010/97%	0/0%	325/3%	9,335 (3,450)	100%
Rockery (l.f.)	0/0%	1,830/100%	0/0%	0/0%	1,830	100%
Fences (l.f.)	540/13%	3,410/83%	140/4%	0/0%	4,090	100%
Lights (ea.)						
- Cobra	0	24	1	1	26	12%
- Street	0	111	0	3	114	53%
- On Utility Pole	0	76	0	0	76	35%
Total All Lights (ea.)	0/0%	211/97%	1/1%	4/2%	216	100%
Utility Poles (ea.)	0/0%	42/100%	0/0%	0/0%	42	100%
Traffic Lights (ea.)	0/0%	3/100%	0/0%	0/0%	3	100%
Stop Signs (ea.)	0/0%	83/100%	0/0%	0/0%	83	100%
Miscellaneous Park Furniture						
- Picnic Table (ea.)	0/0%	7/100%	0/0%	0/0%	7	100%
- Bench (ea.)	0/0%	15/75%	4/20%	1/5%	20	100%
- Drinking Fountain (ea.)	0/0%	3/100%	0/0%	0/0%	3	100%
- Trash Receptacle (ea.)	2/3%	52/90%	6/10%	0/0%	58	100%
- Bar-B-Que (ea.)	0/0%	4/100%	0/0%	0/0%	4	100%
- Bike Rack (ea.)	0/0%	1/100%	0/0%	0/0%	1	100%
- Telephone (ea.)	0/0%	3/100%	0/0%	0/0%	3	100%

* (1) indicates number historical (pre 1946).

Figure 19



LAKE • WASHINGTON • BOULEVARD

1903 - 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South, Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway, New York, New York

BUILT ELEMENTS INVENTORY

CATEGORIES	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
CONCRETE PAVEMENT		STARS		RIGHT W/ UTILITY POLE
REFLECTING PAVEMENT		WALL/FENCE TRANSPARENT		UTILITY POLE
PAVEMENT EDGE		WALL/FENCE OPAQUE/NO. 4		TRAFFIC LIGHT
CURB EDGE		RETAINING WALL		STOP SIGN
OUTLET		METAL GUARD RAIL		TRAFFIC CONTROL DEVICE
CURB CUT		LOG RAIL		PICNIC TABLE
DRIVEWAY		CONTINUOUS BOLLARDS		BENCH
CONCRETE PATH		BOLLARDS		DRINKING FOUNTAIN
ASPHALT PATH		BOLLARDS		TRASH RECEPTACLE
GRAVEL PATH		ROCKERY		BAR-B-QUE
PEDESTRIAN CROSSING		COBRA LIGHT		BAR BACK
BRIDGE		STREET LIGHT		TELEPHONE

SCALE: 1" = 100'

2" = 100' WITH DIM. 5" = 100'

Figure 20



Figure 21



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

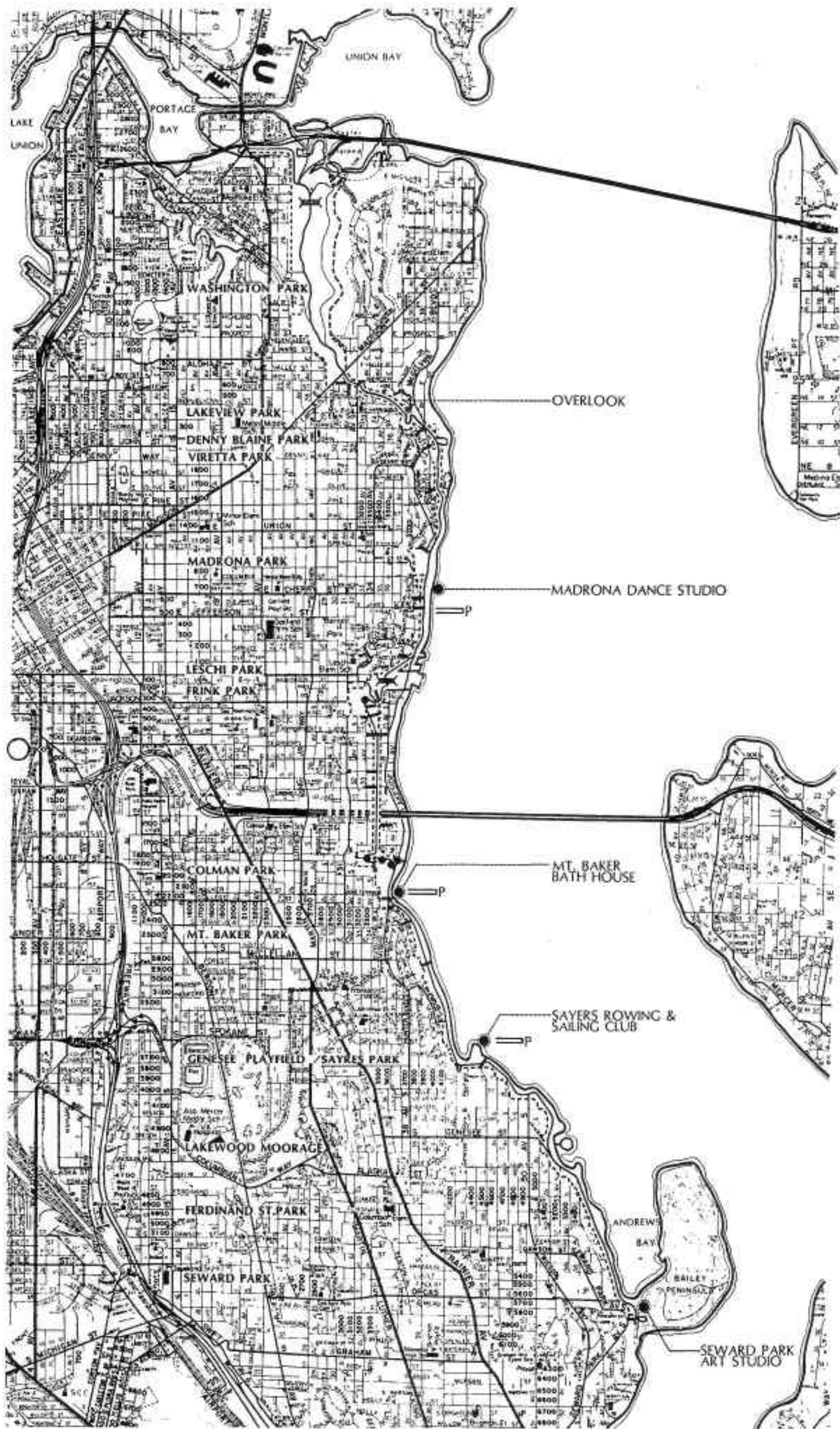
STREET LIGHTING / BOLLARDS / GUARD RAILS

LEGEND:

- ***** BOULEVARD LIGHTING
- o-o-o-o-o BOLLARDS
- o-o-o-o-o GUARD RAILS

SCALE: 1" = 800'
 1" = 203.175 METER (39.37 INCHES)

Figure 22



LAKE • WASHINGTON • BOULEVARD
 1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986
 EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

STRUCTURES

LEGEND

●	BUILDINGS	—	STAIRWAYS
●	VEHICULAR BRIDGES	—	PEDESTRIAN BRIDGES
—P	PIERS		

SCALE: 1" = 800'
 1" = 800' (1:800) (1:800) (1:800)

Figure 23



LAKE • WASHINGTON • BOULEVARD

ANALYSIS

Analysis

The inventory data is used to produce three related analyses. The first, Landscape Types, categorizes all land adjacent to the Boulevard into three areas: Residential, Park and Forest, and Lakeshore. The second, Issues, Problems, and Opportunities, summarizes the inventory data into two groupings: Boulevard-Wide Concerns and Area-Specific Concerns. The third, Historic vs. Existing, provides a comparative evaluation of the Olmsted Brothers' design intent and the existing conditions. It is related to the three landscape types and seventeen subareas.

The three analyses provide the basis for developing the subsequent Alternative Concepts, and Long Range Guidelines and Design Improvement Program.

Landscape Types

Three landscape types occur along the 9.2 mile Boulevard. Half is Lakeshore. The remaining half is divided between Residential and Park and Forest (Figure 24). The three types correspond to both historical expectations and adjacent existing conditions.

In 1903, the Boulevard landscape was predominantly indigenous forest. The Olmsted Brothers envisioned the proposed Boulevard as passing through a variety of park, forest and lakeshore environment. They also foresaw the expansion of adjacent residential development. During its eighty year history, much of the original Boulevard landscape has disappeared, but the framework of the three general landscape types remains.

Residential

The Residential landscape type is generally formal, with residences on one or both sides of the Boulevard. It is discontinuous. It occurs along 2.1 miles, or twenty-three percent, of the Boulevard. The five areas include the Montlake, Harrison, Denny Blaine, Leschi, and Upper Boulevard neighborhoods. Additional residential areas occur along Lake Washington, but because of the dominance of the lake landscape, they are classified as Lakeshore.

Park and Forest

The Park and Forest landscape type is generally informal and enclosed by vegetation. It occurs in separated areas along 2.8 miles, or thirty percent, of the Boulevard. The four areas include the Arboretum, Lakeview, Frink and Colman Parks. The Arboretum landscape is composed of lawns, shrubs and tree displays. The three park landscapes are indigenous forest.

Lakeshore

The Lakeshore landscape type is generally informal. The east side is typically open lawn with Pacific madrone groves and street trees. The west side is either indigenous forest or formal residential landscape. It occurs in two areas along 4.3 miles, or forty-seven percent, of the Boulevard. The first area extends from an area north of Madrona Drive to Lakeside Avenue S. The second area is between Colman and Seward Parks.

Lakeside Avenue South

Lakeside Avenue S. is not part of the Boulevard. It is included as part of the project area because of the public's perception of it as part of the Boulevard. It parallels the lake and is given hierarchy at its intersections with the Boulevard. It is 1.3 miles in length. It is bordered by commercial and multiple family residential uses along the northern section, and forest and single-family residential uses along the southern section.

Issues, Problems & Opportunities

The analysis of Issues, Problems, and Opportunities indicate that much can be done to restore, improve, and enhance the Boulevard's image, sense of place, and continuity. Lack of adequate entry treatment, disruption by urban arterials at key intersections, inappropriate parking, and encroachment create most of the problems. The analysis identifies Boulevard-Wide and Area-Specific Concerns.

Boulevard Wide Concerns

Boulevard-wide concerns are related to encroachment, visual quality, transportation, structures and furnishings, vegetation, and use. Problems and opportunities for each category are described below.

Encroachment

PROBLEMS:

- o Indeterminant Boulevard boundaries.
- o Extension of adjacent residential landscape beyond property lines to the roadway edge creates the impression that Boulevard property is private property.
- o Disruption of Boulevard image by on-street parking associated with adjacent residential and commercial land uses.

OPPORTUNITIES:

- o Review of property maps and field surveys could locate actual Boulevard boundaries.
- o Establishment of a consistent Boulevard landscape could define public and private ownership areas.

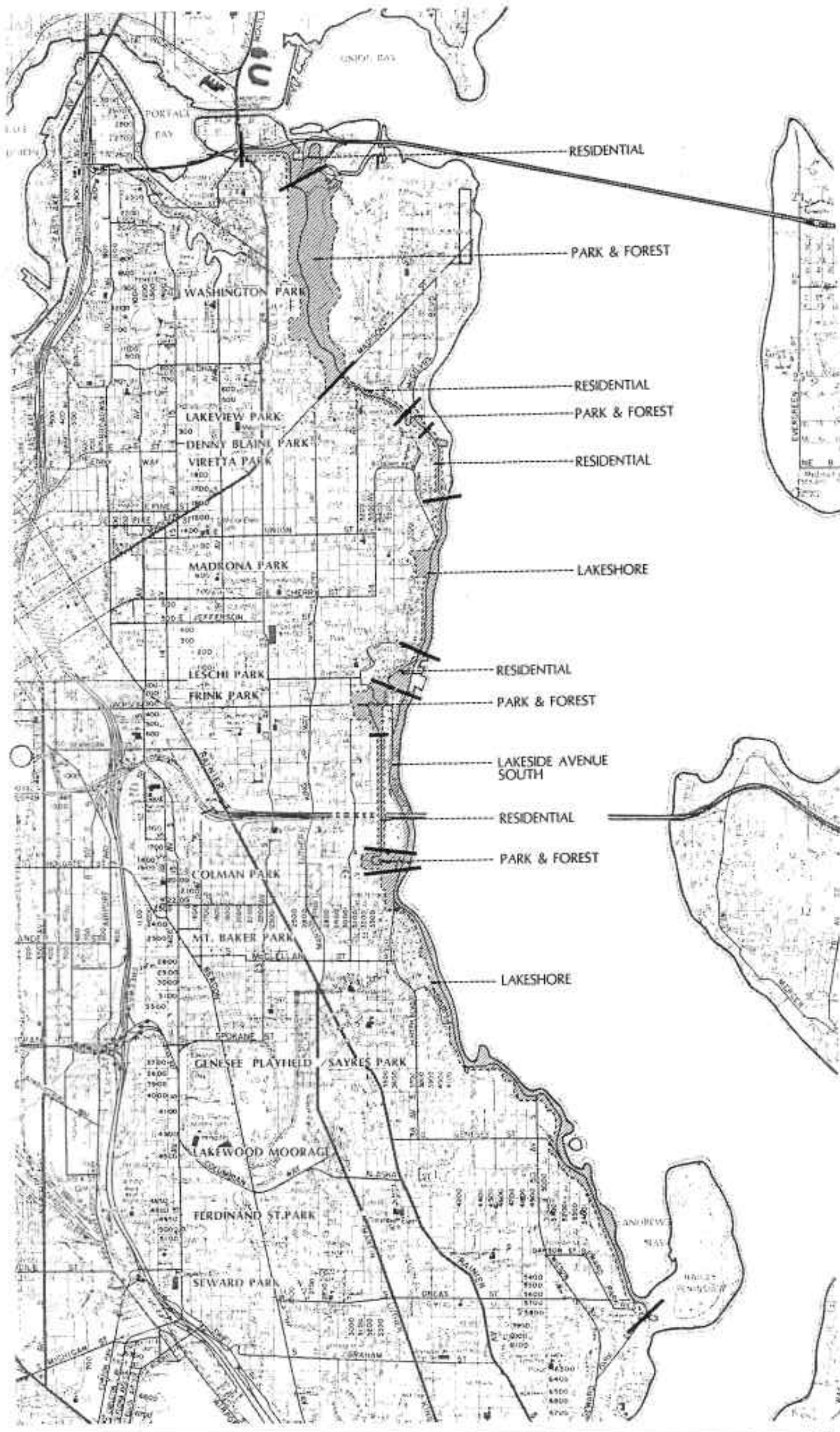
Visual Quality

PROBLEMS:

- o Generic entrances contribute little toward identifying and announcing this important scenic corridor.
- o Continuity is disrupted by major urban traffic arterials.
- o Indecision between informal and formal treatment.
- o Erosion of Boulevard boundaries and sense of enclosure, through encroachment of adjacent residential and commercial land uses.
- o Growth of vegetation has eliminated or obscured original vistas.

OPPORTUNITIES:

- o Special gateways and signage could announce and identify the Boulevard at the north and south entrances and at key intersections.
- o Reconfiguration of intersections could establish the Boulevard's hierarchy over intersecting streets.
- o Consistent landscape treatment could



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LANDSCAPE TYPES

- RESIDENTIAL
- PARK & FOREST
- LAKESHORE
- LAKESIDE AVENUE SOUTH

SCALE : 1" = 800'
1" = 800' WHEN PRINTED AT 11" x 17"

Figure 24

- o re-establish spatial definition at intersections and through residential and commercial areas.
- o Pruning could re-establish vistas and viewpoints.

Transportation

PROBLEMS:

- o Discontinuities in pedestrian and bikeway system.
- o Deteriorated pathways north of Mt. Baker Beach.
- o Bicycle/automobile conflicts in areas with narrow pavement width: the Arboretum, Lakeview, Frink and Colman Parks, and north of the Mt. Baker Beach.
- o Visual disruption, soil compaction, and vegetation injury from parking encroachment.

OPPORTUNITIES:

- o The missing links in the pedestrian system could be completed. With the exception of Lakeview Park, sufficient space and grades exist.
- o Realignment of the pathway and eventual replacement of existing street trees could provide space to expand the narrow pavement width and alleviate bicycle/automobile conflicts.
- o New curbing and parking pulloffs could eliminate parking encroachment and associated problems.

Structures and Furnishings

PROBLEMS:

- o Lack of consistent vocabulary for architectural style and detailing.
- o Lack of consistent vocabulary for street and park furnishings.
- o Visually unexciting street facade for the Mt. Baker Rowing and Sailing Facility.

OPPORTUNITIES:

- o Architectural design standards for renovation of existing buildings or new structures could create a unified image.
- o Design standards for street lighting, benches, picnic tables, trash receptacles, etc. could enhance the Boulevard's character.

Vegetation

PROBLEMS:

- o Formal lawns and street tree plantings are inconsistent with the Olmsted Brothers' design intent.
- o Existing vegetation and topography block solar access along north and east facing shorelines.
- o Many lawn areas are too steep or inaccessible for machine mowing and require extra maintenance effort.
- o One-third of existing deciduous shade trees are dying or in deteriorated condition.
- o Inadequate tree replacement and maintenance.
- o The pacific madrone groves are in serious decline.
- o The flowering cherry trees are in poor condition.

OPPORTUNITIES:

- o Formal plantings could be allowed to die out.
- o New plantings could be more informal and complement the indigenous landscape.
- o Low maintenance groundcovers could replace turf areas in steep and low use areas.
- o Selective trimming and removal of

trees could improve solar access.

- o Propagation programs and an annual tree replacement program could re-establish the pacific madrone groves.
- o New planting could frame and enhance views along the Boulevard and from adjacent residential neighborhoods.

Use

PROBLEMS:

- o Incompatible uses create potential conflict (i.e. bicycles and automobiles).
- o Overuse and abuse of the Boulevard landscape during the annual Seafair hydroplane races.
- o Insufficient flat area for picnicking or sunning.

OPPORTUNITIES:

- o Decreasing automobile speed limits could improve safety.
- o Directing commuter traffic onto other routes could reduce traffic volume.
- o Closure of the Arboretum ramps to SR 520 could reduce traffic volume.
- o Elimination of the hydroplane races could reduce overuse and abuse.
- o Exposing the buried granite retaining wall between Mt. Baker and Genesee Parks, regrading and under-drainage could increase usable beach area.
- o Reconfiguration of parking at Colman Park could provide additional green, south-facing landscape.

Area Specific Concerns

The Boulevard passes through seventeen landscape type subareas (Figure 25). They are distinctive by landform, vegetation, or neighborhood context. Each area is described by a summary of existing conditions, and a listing of problems and opportunities.

Area 1 - Residential - Montlake Neighborhood/SR 520 Corridor (0 to .3 mi.)

SUMMARY OF EXISTING CONDITIONS

Seven feet between north edge of pavement and freeway retaining wall. Drive surface seven feet from SR 520 canyon. Drive width typically 30 feet. Curbs and gutters on both sides. Regulated on-street parking on the south side. Concrete sidewalk on south side adjacent to residences. Informal dirt path on north side. Mature linden trees in a lawn planting strip line the south side. Immature linden trees and low shrubs line the north side.

PROBLEMS

- o Expansion difficult and costly because of constraints of existing street trees and the SR 520 freeway.

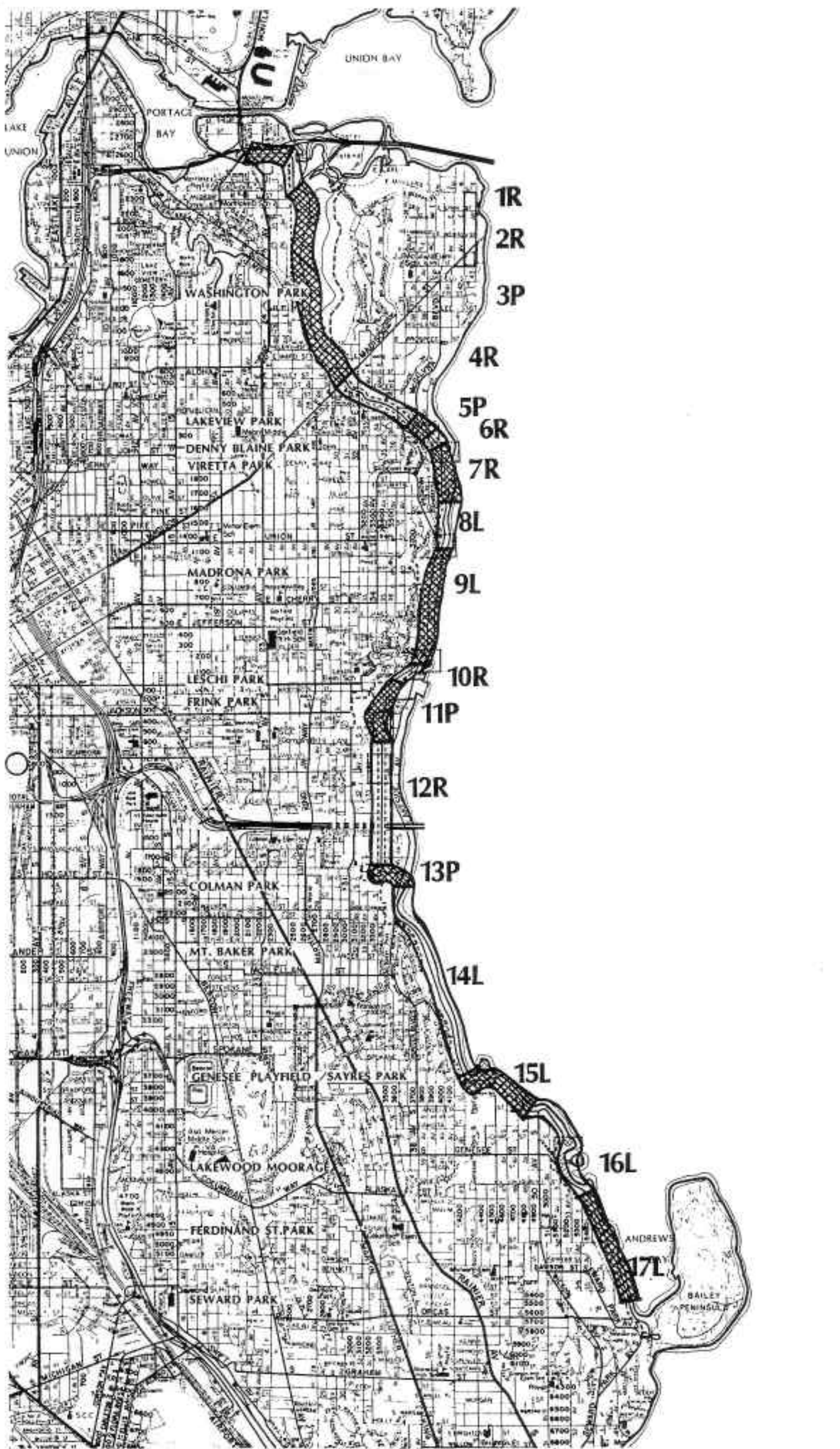
OPPORTUNITIES

- o An open area at the southeast corner of the intersection with Montlake Place E. could provide space for special Boulevard entry signage or gateway treatment.
- o As street lights age, could replace with a Boulevard standard.

Area 2 - Residential - Montlake Neighborhood/SR 520 to Calhoun Street (.3 mi. to .5 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 26 feet. Gravel shoulders. A 28 foot wide gravel parking area along the eastern edge. Utility



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

ANALYSIS: HISTORIC VS. EXISTING

LEGEND:

R	RESIDENTIAL	/	DIVISION OF LANDSCAPE TYPES (NORTH TO SOUTH)
P	PARK / FOREST	□	SPECIAL AREAS STUDIED (AT 1" = 30' SCALE)
L	LAKESIDE	▨	AREA OF PARKING LOTS

SCALE : 1" = 800'

Figure 25

poles occur on the west side. Mature poplar trees line the east edge of the parking area.

PROBLEMS

- o Automobiles back out directly onto the Boulevard from the parking area, creating traffic hazards.
- o Adjacent parking and wide gravel shoulders deteriorate the Boulevard's image.

OPPORTUNITIES

- o Expansion possible; could provide for tree planting, sidewalks, parallel parking bays separated from the drive by planting strip, or planted median.
- o As street lights age, could replace with a Boulevard standard.

Area 3 - Park and Forest - Arboretum (.5 mi. to 1.7 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 22 feet. Gravel shoulders north of the E. Lynn Street overpass, and curb and gutters south of the overpass. Parking provided in several off-street lots. The only adjacent walk occurs between the south entrance and E. Madison Street. Historic stone piers mark the south entrance. Arboretum light standards line the Boulevard. Majestic sycamore and oak trees enclose the south entry drive.

PROBLEMS

- o Loss of scale and Boulevard image at the SR 520 freeway ramps.
- o Bicycle/automobile conflict.
- o Excessive traffic volume.

OPPORTUNITIES

- o Landscape restoration at the SR 520 ramps could enhance and define the Boulevard boundaries.

Area 4 - Residential - Harrison Neighborhood (1.7 mi. to 2.3 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 to 22 feet. Gravel shoulders and limited curb and gutters. Extensive parallel parking along roadway. Unpaved path along east side. Residential street lights. Some maple street trees and remnants of indigenous forest.

PROBLEMS

- o Steep slope and narrow cross-section south of intersection with E. Mercer Street and 32nd Avenue E.
- o Parking encroachment.

OPPORTUNITIES

- o Expansion possible; could provide room for additional landscape plantings, sidewalks, parallel parking bays, or planted median.
- o Curb and gutters and/or bollards could define drive edge and eliminate parking encroachment.

Area 5 - Park and Forest - Lakeview Park (2.3 mi. to 2.5 mi.)

SUMMARY OF EXISTING CONDITIONS

Width of Boulevard corridor indeterminate (part of Lakeview Park). Drive width typically 20 feet, wider at switchback turns. Grass or gravel shoulders. Wood bollards and guardrails. Parking encroachment along lower section. Park light standards. Indigenous vegetation.

PROBLEMS

- o Narrow cross-section and lack of sidewalks create pedestrian/bicycle/automobile conflicts.
- o Parking encroachment.

OPPORTUNITIES

- o A pedestrian path along the outboard side or through Lakeview Park could alleviate pedestrian/automobile conflict. A continuous path along the outboard side would require a retaining wall or cantilevered section at one narrow, steep turn.

Area 6 - Residential - McGilvra Boulevard to Denny Blaine Park (2.5 mi. to 2.6 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 30 feet. Curb and gutters both sides. Sidewalk on west side. Indigenous vegetation and residential hedges.

PROBLEMS

- o Steep slopes above and below roadway.
- o Wide pavement width degrades Boulevard image.

OPPORTUNITIES

- o Pavement width could be reduced for additional planting and walkways.

Area 7 - Residential - Denny Blaine to Pump Station (2.5 mi. to 2.9 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 to 24 feet. Curbs and gutters in north section, gravel or grass shoulders along remainder. Concrete sidewalk on both sides in north, on east side in middle, and narrow bikeway along east side in south section. Indigenous vegetation and some street trees.

PROBLEMS

- o Narrow cross-section and steep embankments make expansion difficult in places.
- o Bicycle/automobile conflicts.
- o Parking encroachment.
- o Damaged street trees.

OPPORTUNITIES

- o With some retaining walls at crest of drive (before drive drops to lake level), roadway could be expanded to 26 feet to ease bicycle/automobile conflicts.
- o Curbs and bollards could alleviate parking encroachment problem.
- o Street lights could provide additional safety and unify Boulevard image.

Area 8 - Lakeshore - Pump Station to Madrona Drive (2.9 mi. to 3.2 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 to 24 feet. Gravel or grass shoulder. Unpaved path along lake. Street lights. Some specimen trees. Active slope failure. Parking encroachment along lakeside.

PROBLEMS

- o Slope instability.
- o Parking encroachment.

OPPORTUNITIES

- o Expansion possible; could provide for tree planting, sidewalks, parallel parking bays, and wider pavement to alleviate bicycle/automobile conflict.
- o Street lights could provide additional safety and unify Boulevard image.

Area 9 - Lakeshore - Madrona Drive to Lakeside Avenue S. (3.2 mi. to 3.9 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically from 23 to 26 feet, up to 40 or 50 feet in places. Portions with curb and gutters, portions with grass or gravel shoulders. Three lakeside parking lots; two are large and conspicuous. Recently installed bright concrete walk on east side, 10-15 feet wide. Street lights. Very steep banks with retaining walls and terraced gardens on west side. New street trees near Lakeside Avenue S.

PROBLEMS

- o New street improvements out of scale with Boulevard image.
- o Parking lots between drive and lake degrade Boulevard image.
- o Parking encroachment on west side near Madrona Dance Studio.
- o Slope instability.
- o Building encroachment serious in places.
- o Confusing intersection with Lakeside Avenue S., unclear which drive is the Boulevard.

OPPORTUNITIES

- o Pavement width could be reduced for additional planting and sidewalks.
- o As street lights age could replace with a Boulevard standard.
- o Curb or bollards could alleviate parking encroachment problem.
- o Redesign of intersection with Lakeside Avenue S. could give the Boulevard hierarchy and reduce confusion.

Area 10 - Residential - Lakeside Avenue S. to Yesler Way Overpass (3.9 mi. to 4.1 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 feet. Grass or gravel shoulders. Steep embankments on both sides. Houses very close to drive. Historic overpass.

PROBLEMS

- o Steep slopes limit expansion.
- o Narrow width beneath Yesler Way overpass creates pedestrian/automobile conflict.

OPPORTUNITIES

- o Curbs or bollards could define Boulevard.
- o Street lights could provide safety and unify Boulevard image.
- o A pedestrian path through Leschi Park could alleviate pedestrian/automobile conflict beneath Yesler Way overpass.

Area 11 - Park and Forest - Frink Park (4.1 mi. to 4.7 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 to 22 feet. Gravel shoulders or forest edge. Bollards and log guardrails. Steep embankments on both sides. Historic bridge.

PROBLEMS

- o Confusing intersection at S. Jackson Street.
- o Parking encroachment.
- o Discontinuous pedestrian path system.
- o Slope instability.

OPPORTUNITIES

- o Intersection improvements at S. Jackson Street could restore Boulevard hierarchy.

- o Pedestrian path system could be completed, sufficient space exists.
- o Stone swales and bollards could alleviate parking encroachment problem.
- o Parking could be formalized at Yesler Way Tennis Courts.

Area 12 - Residential - Upper Boulevard (4.7 mi. to 5.4 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 to 24 feet. Uncurbed except at divided street section at S. Norman/Charles Street block. Some sidewalks. Parking encroachment on both sides. Utility poles. I-90 overlook. Steep embankments between houses and Boulevard.

PROBLEMS

- o Uncoordinated residential landscapes compromise Boulevard image.
- o Utility poles and overhead wires unsightly.
- o Parking encroachment.

OPPORTUNITIES

- o Spectacular vistas from Upper Boulevard at S. Norman/Charles Street block and I-90 overlook could be enhanced.
- o Divided section could accommodate one-way system and allow pavement reduction for additional planting.
- o Street trees could define and enhance Boulevard image, and frame views from adjacent residences.
- o As street lights age could replace with a Boulevard standard.

Area 13 - Park and Forest - Colman Park (5.4 mi. to 5.7 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 20 feet. Grass, gravel shoulder and some curbing and bollards. Parking encroachment. Indigenous vegetation and lawns.

PROBLEMS

- o Inconsistent drive edge treatment.
- o Parking encroachment.
- o Discontinuous pedestrian system.
- o Steep pedestrian path dangerous and uncomfortable.

OPPORTUNITIES

- o Stone swales and/or bollards could define drive edge and alleviate parking encroachment.
- o Parking at "Storey Cottages" and pea patches could be formalized and screened.
- o Pedestrian path system between upper Boulevard and pea patches could be completed. Steep sections of existing path could be realigned or regraded.
- o Open lawn, adjacent to "Storey Cottages," could be enhanced through planting and partial enclosure.

Area 14 - Lakeshore - Colman Park to Genesee Park (5.7 mi. to 7.0 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 22 to 24 feet. Gravel or grass shoulders. Parking encroachment, particularly at McClellan Street fishing pier. Separated pedestrian path, surface deteriorated in places. Indigenous vegetation on steep west side slopes. Formal street trees and lawns on east side.

PROBLEMS

- o Confusion northbound at intersection with Lakeside Avenue S.

- o Narrow cross-section between Colman and Mt. Baker Parks creates bicycle/automobile conflict.
- o Parking encroachment.
- o Pedestrian/automobile conflict at S. Dose Terrace stair end, and at Mt. Baker Bathing Beach.
- o Blighted landscape at Colman Park, adjacent to lake.
- o Trail erosion and poor drainage along lakeshore.

OPPORTUNITIES

- o Limited retaining walls could allow expansion of pavement width between Colman Park and Mt. Baker Bathing Beach to alleviate bicycle/automobile conflicts.
- o Flat area in Colman Park, adjacent to lake, could provide large south-facing sunning and picnicking area.

Area 15 - Lakeshore - Genesee Park to S. Andover Street (7.0 mi. to 7.5 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 23 to 26 feet. Curb and gutters typically on both sides. Flat and open at Genesee Park. Separated pedestrian path. Trail erosion at shoreline. Good example of inobtrusive parking lot on west side at S. Andover Street.

PROBLEMS

- o Overuse during Seafair threatens landscape.
- o Gap in Boulevard landscape at Genesee Park.

OPPORTUNITIES

- o Wide cross-section (32 feet) at Genesee could be narrowed to increase space for planting.

Area 16 - Lakeshore - S. Andover Street to Ferdinand Steet Park (7.5 mi. to 8.5 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 24 to 26 feet. Curbs and gutters. Four lakeshore parking lots. Sidewalk on east side. Residential landscape to curb on west side. Formal street trees along east side.

PROBLEMS

- o Parking lots are visually obtrusive.
- o Residential landscape deteriorates parkway image.

OPPORTUNITIES

- o Screening or eventual reconfiguration of parking lots could lessen visual impact.
- o New Boulevard planting could define boundaries on west side and frame and enhance views from adjacent residences.

Area 17 - Lakeshore - Ferdinand Street Park to Seward Park (8.5 mi. to 9.2 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width typically 24 to 26 feet. Curb and gutters. Sidewalk on east side. Residential landscape to curb. Flowering cherry trees along east side.

PROBLEMS

- o Residential landscape deteriorates Boulevard image.
- o Flowering cherry trees inconsistent with Olmsted Brothers' design intent.

OPPORTUNITIES

- o New Boulevard planting could define boundaries on west side and frame and enhance views from adjacent residences.
- o Flowering cherry trees could be transplanted or planted out.
- o An open area at the south entrance at Seward Park and S. Juneau Street could accommodate special Boulevard entry signage or gateway treatment.

Area 18 - Lakeside Avenue S. (1.3 mi.)

SUMMARY OF EXISTING CONDITIONS

Drive width varies. Typically 26 feet at retaining wall between S. Main and Lane Streets. Typically 30 feet in remaining areas. Sidewalk on east side at retaining wall. Both sides remaining even. Several adjacent parking lots at north end.

PROBLEMS

- o Narrow pavement cross section at retaining wall.
- o Bicycle/automobile conflicts.
- o Wide pavement cross sections visually obtrusive.

OPPORTUNITIES

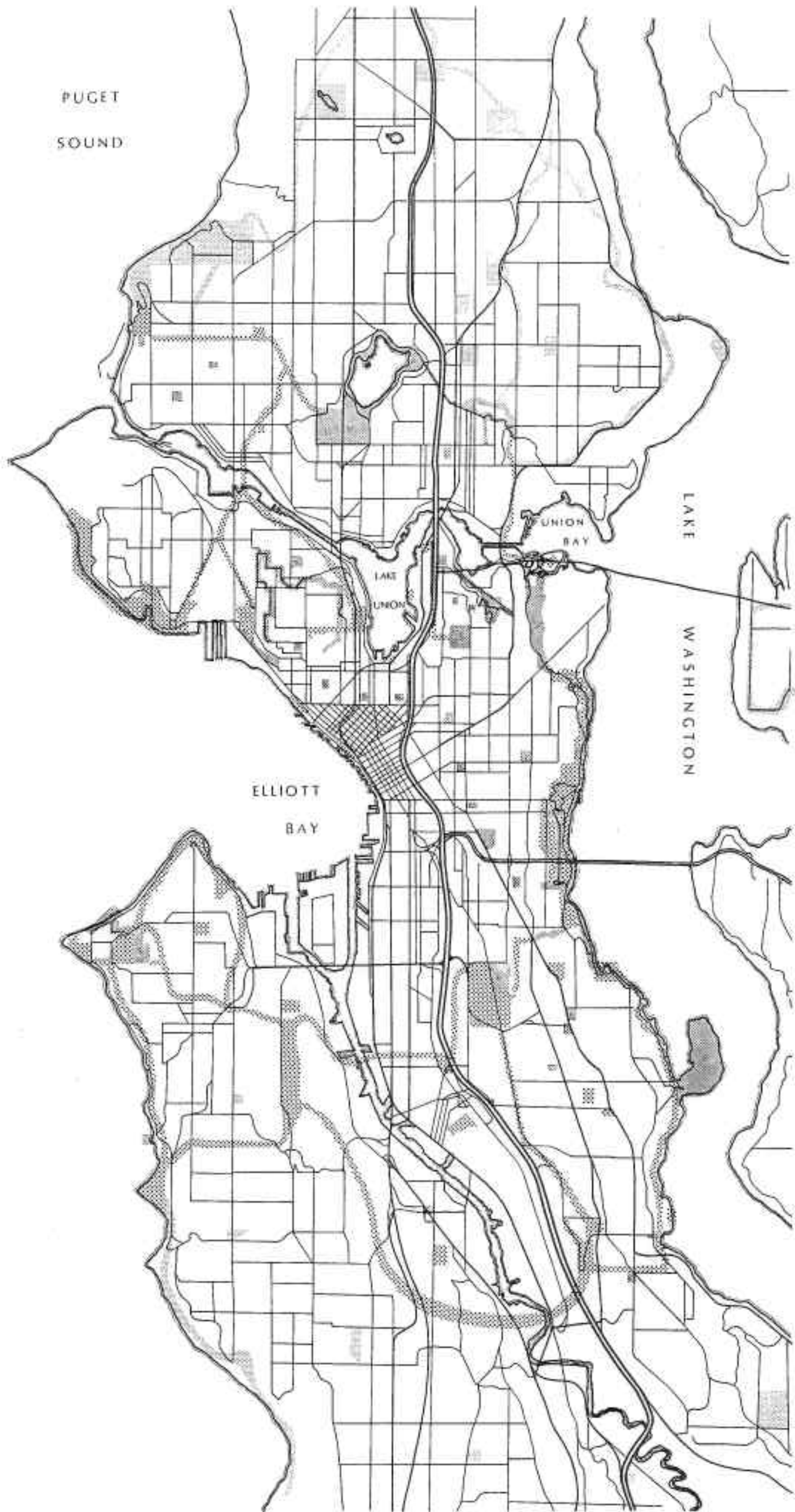
- o Elimination of on-street parallel parking could alleviate bicycle/automobile conflicts.
- o Marked on-street bikelane could alleviate bicycle/automobile conflict.
- o Pavement width could be reduced from 30 feet to accommodate additional street tree planting to visually enhance and unify Avenue.

Historic Intent vs. Existing Condition

The overall framework and scenic character envisioned by the Olmsted Brothers still exists. Many of their design intentions were never built, have deteriorated, or changed during the last eighty years (Figures 26, 27). Many views and vistas have been lost or obscured. The recommended right-of-way was never obtained. The drive and related elements are more formal and utilitarian than recommended. Structures, furnishings, materials and vegetation are much more obtrusive and/or formal than intended. The following text, matrices, and maps provide a more detailed description of the evolution of the Boulevard landscape.

Evolution: Social, Scenic, Technical

The first major change to Lake Washington Boulevard occurred in 1917 when the level of Lake Washington was lowered by some 14 feet. This lowering was beneficial in that lands under water were now added to the area along the lakeshore to be used for recreation. Other changes occurred along the Boulevard, affecting specific areas. Moving from south to north: The Bailey Peninsula connection to land was filled and enlarged rather than connected by a bridge. At the Lakewood Moorage, Ohler Island, formerly a scenic, landscaped island, was converted to a moorage facility which is picturesque as a bustling, small harbor but is no longer a



LAKE ■ WASHINGTON ■ BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South, Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway, New York, New York

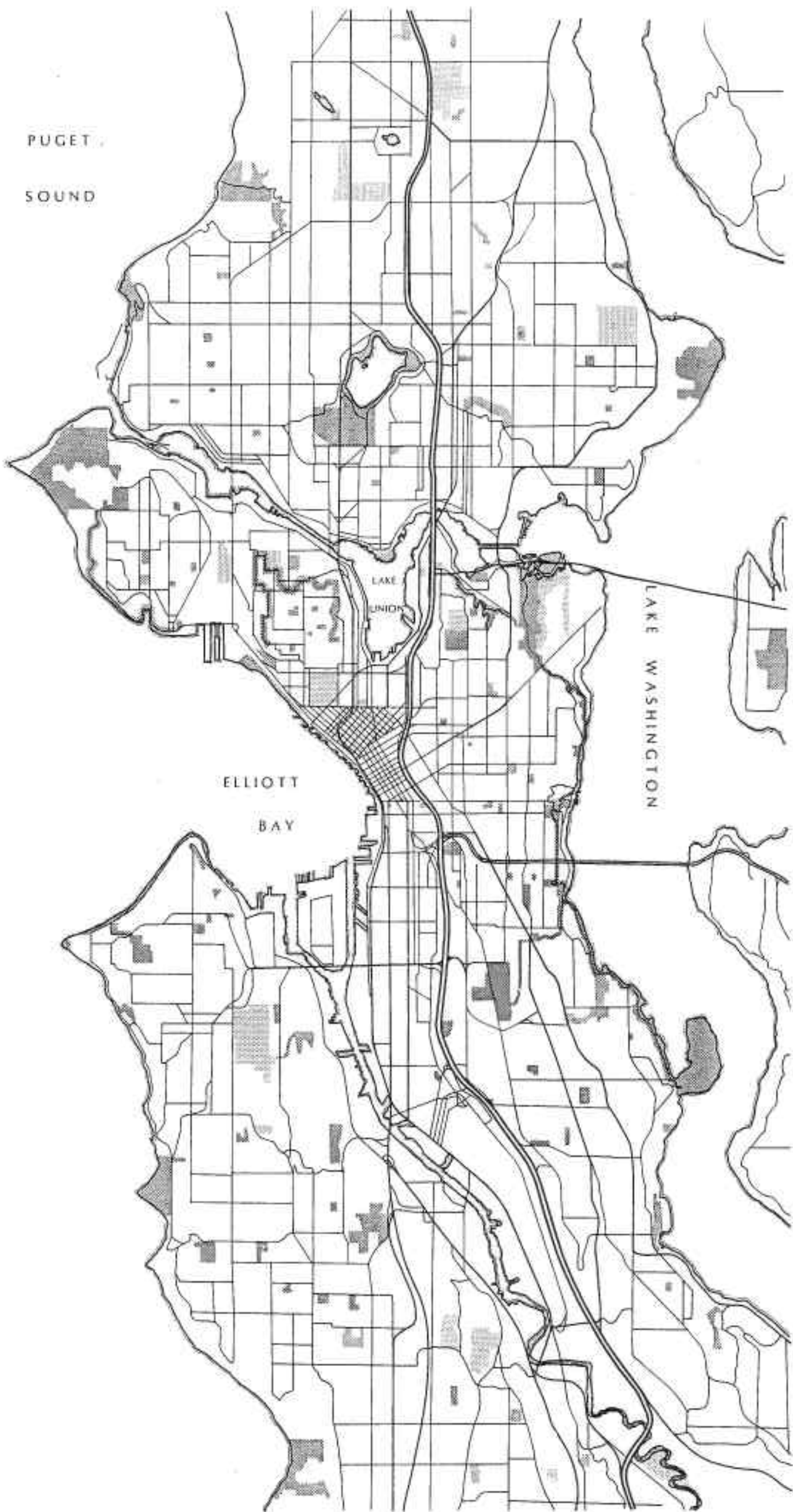
PARK & BOULEVARD PLAN • 1911

LEGEND

- EXISTING PARKS and BOULEVARDS
- PROPOSED PARKS and BOULEVARDS (OLMSTED PLAN)
- PROPOSED NEW PARKS and BOULEVARDS

SCALE ± 1" = 3000'
(1"000' WITH DWG. IS 31"000')

Figure 26



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

PARK & BOULEVARD PLAN • 1986

LEGEND

 PARKS, BOULEVARDS and PLAY AREAS
 PRIVATE OPEN SPACE



SCALE : 1" = 1000'

1" REPRESENTS 1000 FEET




Figure 27

scenic, natural landscape. At the Sayres Pit site, formerly the Wetmore Slough, a long timber bridge connected the Boulevard across a low-lying area. Prior to the lowering of the lake, Genesee Park at Sayres Pits was considered for development as a deep water port. This area was later used as a fill site and in the 1970's converted to a playing field which affords an open view inland as well as out to the lake that is unique along the course of the Boulevard. The Sayres Pit complex was developed as a testing location for hydroplanes, and small boating facility was built in 1985. The Lake Washington shore and Seattle area has had a long interest in high speed boating. The AYP speed races were a popular component of the exposition, and long-distance races from Seattle to Vancouver and Seattle to Alaska were held in 1909 and 1910. During the same period, the first planning was in process to "...build the fastest motor boat in the world and issue a general challenge for a race on Lake Washington." Races were held at Mount Baker Park and moved to Sayres Pits in 1957 where the popular Seafair celebration with hydroplane races as the main attraction is held every summer. While this event is popular, many have voiced opposition to its results, which include the compaction of the lake shore landscape, the destruction of plant materials, and the improper disposal of trash into the lake.

At Madrona, a bathhouse was constructed in the 1920's and served for decades in that use. It was converted to a community Dance Studio in the 1970's as a part of the Forward Thrust program. Other utilitarian buildings at Mt. Baker and Stan Sayres, and several parking lots intrude into the viewshed and degrade the Boulevard's scenic quality.

The Colman, Frink, Leschi and Lakeview switchbacks have altered over time through increasing lawn areas, plantings of exotic

materials and general movement of the forest back from the roadsides, as well as the encroachment of residences into the park areas and the view. Along the Upper Boulevard in the Leschi area the scenic quality of the parkway was altered by development of housing on adjacent lots, overhead wires, loss of vegetation and encroachment on the boulevard right-of-way by abutting owners. Blaine Boulevard and the Leschi Moorage area also have limited scenic quality and are a point of loss of continuity for the Boulevard.

The Denny-Blaine community is a gracious residential area but is dominated by a residential setting in a narrow boulevard right-of-way. The Bush School area, while providing a more generous boulevard right-of-way, is also dominated by its residential setting and the encroachment of abutting owners.

Several intersections break the flow of the Boulevard experience. Each of these have been addressed elsewhere in the design component of the project, but it should be noted here that the scenic quality, furnishings and continuity of these intersections are severely lacking.

The visual sequence through Washington Arboretum is generally positive with the exception of the SR-520 ramps which were constructed in 1960, cutting across the northern edge of the Arboretum, disrupting the scenic view to Foster's Island and Union Bay. This disruption is continued along the Montlake section of the Boulevard that is also visually dominated by the expressway and related ramps.

A complete comparison of the historic intent and the existing conditions has been carried out for each of the three Boulevard types: Residential, Park/Forest Boulevard and Lakeshore (Figures 28, 29, 30). Included is a comparison of uses of the boulevard. These uses have changed,

Residential Boulevard

(# 1, 2, 4, 6, 7, 10, 12)

2.4 MILES 29% OVERALL

CATEGORY	HISTORIC INTENT	EXISTING CONDITION
VISTAS, VIEWS:	Preserve, Frame and take Advantage All Mountain and Water Views	Some Obscured by Overhead Wires Structures and Vegetation
BOULEVARD RIGHT-OF-WAY:	150' to Several Hundred	40' to 140', Some to Building Line, Much Encroachment
DRIVE:		
<ul style="list-style-type: none"> • Alignment • Width • Surface • Edge • Guard Rail • Parking 	Straight to Curving 16' to 24' with Two or Three Surfaces Gravel or Macadam 3' Grass Gutter None Necessary, Not Specified Not Specified	Straight to Curving 20' to 24' One Surface Asphalt Curb or Broken Pavement Edge Limited Wood or Concrete Bollards Parallel on Edges and off Drive on Earth or Gravel Where Uncurbed
WALKS & PATHS:		
<ul style="list-style-type: none"> • Pedestrian • Bicycle • Bridle 	Separate, Continuous, Parallel Behind Tree Lined Verge Recommended, Method not Specified Recommended, Method not Specified	Discontinuous, Often Constructed by Owner Shares Drive, Some Hazard Not Provided
STRUCTURES, FURNISHINGS & MATERIALS:		
<ul style="list-style-type: none"> • General • Retaining Walls • Stairways 	Urban, Formal Construction to Match City Character Formal Curving Alignment, Formal Construction Ramps for Carriages In Addition	Utilitarian Utilitarian Straight Alignment, Most Wood Construction
VEGETATION:		
<ul style="list-style-type: none"> • Style • Visual Screening • Turf • Shrubs • Trees 	Formal, Linear Not Specified Grass Verges Limited Low Shrubs in Verges Canopy Trees along Streets in Rows 3 to 4 Trees Across	Informal, Limited Formal Some Hedges, Walls, Forest Remnant Grass, Gravel or Bare Earth Verges Residential Gardens, Exotics Canopy & Flowering Trees not Rows 2 Across
USE:		
<ul style="list-style-type: none"> • Passive, Recreative • Active, Exertive • Gregarious 	Walking, Slow Pleasure Driving Bicycling, Horseback Riding Neighborly Greeting	Walking, Moderate Speed Driving Jogging, High Speed Bicycling Neighborly Greeting

Park & Forest Parkway (# 3, 5, 11, 13)

2.3 MILES 24% OVERALL

CATEGORY	HISTORIC INTENT	EXISTING CONDITIONS
VISTAS, VIEWS:	Preserve, Frame & Take Advantage of All Mountain & Water Views, Although Limited in these Areas	View Over Union Bay Lost to Freeway, Some Obscured by Structures & Vegetation
BOULEVARD RIGHT-OF-WAY:	Several Hundred Feet as Possible	Several Hundred Feet, Slopes Limit Functional ROW
DRIVE:		
<ul style="list-style-type: none"> • Alignment • Width • Surface • Edge • Guard Rail • Parking 	Curvilinear, Irregular, Suited to Grade 24' One Surface or 16' to 24' Two Gravel or Macadam 3' Grass Gutter Rustic Wood Bollard with Bark Not Specified	Curvilinear, Irregular 20' to 22' Typical, Wider at Curves Asphalt Some Curb, Earth Swale Concrete & Wood Bollards Parking Lots, Paved & Unpaved, Pull-Off Along Drives, Obtrusive
WALKS & PATHS:		
<ul style="list-style-type: none"> • Pedestrian • Bicycle • Bridle 	Continuous, Parallel to Drive or Separate Under Drive at Bridge Recommended, Method not Specified Recommended, Method not Specified	Park Walks Parallel, Discontinuous Forest Separate or Not At All Shares Drive, Some Hazard Not Provided
STRUCTURES, FURNISHINGS & MATERIALS:		
<ul style="list-style-type: none"> • General • Facilities • Retaining Walls • Stairways • Bridges 	Rustic, Harmonious with Natural Landscape Picturesque, Carefully Sited Rustic Wood or Rough Concrete Curving Alignment, Rustic Structure Rustic, Dark Concrete	Some Formal, Some Utilitarian Limited but Utilitarian Limited but Utilitarian Straight Alignment, Utilitarian Formal, Light Concrete
VEGETATION:		
<ul style="list-style-type: none"> • Style • Visual Screening • Turf • Shrubs & Creepers • Trees 	Park Plantings, Trees in Meadow and Forest Creepers, Shrubs, Understory Canopy & Evergreen Trees Buffer for City, Internalize Views with Vegetation Field and Meadow Grass in Park, No Turf in Forest Native, Replant Cuts with Low for View and Safety, Cover Structures with Plants Native, Single, Cluster & Forest in Park, Evergreen & Deciduous in Forest	Some Park & Forest Other More Exotic and Gardenesque City Intrudes, Structures, Signs Not Blocked by Vegetation Grass in Park and Grass in Some Areas of Forest Some Forest Remnant, Some Invasive Native & Exotic Park & Forest
USE:		
<ul style="list-style-type: none"> • Passive, Recreative • Active, Exertive • Gregarious 	Pleasure Driving, Walking, Promenading Picnicking Horseback Riding, Pleasure Biking, Sports Limited, Small Parties	Pleasure & High Speed Driving, Walking, Picnicking Jogging, High Speed & Pleasure Biking, Sports Moderate and Limited in Park for Events

Figure 29

Lakeshore Parkway

(# 8, 9, 14, 15, 16, 17)

4.5 MILES 47% OVERALL

CATEGORY	HISTORIC INTENT	EXISTING CONDITION
VISTAS, VIEWS:	Preserve, frame and take advantage All Mountain and Water Views	Many Existing, Unframed, Not Special, Continuous Views
BOULEVARD RIGHT-OF-WAY:	150' to Several Hundred	100' to 300', limited level area
DRIVE:		
<ul style="list-style-type: none"> • Alignment • Width • Surface • Edge • Guard Rail • Parking 	Curvilinear, Irregular 24', Gently Crowned Gravel or Macadam 3' Grass Gutter Rustic Wood Bollard with Bark Limited Drop-off at Piers, Informal Pull-off Along Drive, Not Visually Dominant	Regular Radii, Straight, Some Curvilinear 20'-50', Wide in Limited Areas Asphalt Varies, Curb, Compacted Earth Flexrail, Concrete & Wood Bollards Paved Parking Lots, Informal Pull- off Along Drives, Visually Dominant
WALKS & PATHS:		
<ul style="list-style-type: none"> • Pedestrian • Bicycle • Bridle 	Separate, Continuous, Parallel to Drive, On Cribbing or Retaining Wall if Narrow Recommended, Method not Specified Recommended, Method not Specified	Separate, Discontinuous, Some Paved Walks, Some Desire Paths, Parallel to Drive and Down Bank Shares Drive, Some Hazard Not Provided
STRUCTURES, FURNISHINGS & MATERIALS:		
<ul style="list-style-type: none"> • General • Facilities • Retaining Walls • Stairways 	Harmonious with Natural Landscape Not Dominant or Cited Functional for Recreation, Picturesque Visually Recessive, Carefully Sited Rustic Wood or Rough, Dark Concrete Curving Alignment, Rustic Structure	Obtrusive and Dominant Formal or Utilitarian Design Utilitarian, Conspicuous, Some Poorly Related to Surround Light Concrete, Formal Design Straight Alignment, Bright, Formal
VEGETATION:		
<ul style="list-style-type: none"> • Style • Visual Screening • Turf • Shrubs & Creepers • Trees 	All Native and Informal, Preserve Existing to Maximum Extent On Land Side to Enclose Views, Buffer Built Environment, Informal Grass Strip from Drive to Walk Land Side Native at Forest Edge, Lakeside from Walk to Water Edge Single to Clustered, Not in Rows, Native, Frame & Accent Views	Much Exotic, Formal, Gardenesque Some Native or Invasive Limited Buffer Some Forest or Hedge, Much Open to Residential Grass from Drive to Lake Dominant Limited, Garden Varieties, Some Forest Remnant Most in Rows, also Single and Clustered, Not Native
USE:		
<ul style="list-style-type: none"> • Passive, Recreative • Active, Exertive • Gregarious 	Carriage & Car Pleasure Driving, Walking, Promenading, Picnicking Horseback Riding, Pleasure Biking, Boating, Swimming Special Events, Moderate Use	High Speed Car & Pleasure Driving Walking, Sunbathing, Fishing, Picnicking, Promenading Jogging, High Speed and Pleasure Biking, Boating, Swimming Bicycle & Foot Races, Moderate Use, Seafair, Intensive Use

Figure 30

as well as remaining the same, over eight decades. Three classes of use are described for each of the three types of parkway, passive or recreative use, active or exertive use, gregarious use. Each of these is listed on the accompanying exhibit under the USE category. Most uses of the Boulevard are compatible with original intent. Pleasure driving and scenic enjoyment is still a primary use. High-speed driving and increased commuter traffic, especially through the Washington Arboretum, detracts from pleasure driving, bicycle and pedestrian use, while creating sometimes hazardous conditions.

Historic Elements

Only remnants of the original Boulevard landscape remain. The historical elements that do exist were not designed by the Olmsted Brothers. They provided design guidelines and recommendations from which the City of Seattle constructed the Boulevard and associated landscape.

The classification of historical, natural and built elements is based on the Seattle Landmarks Board criteria. Any structure or place forty years of age or older, qualifies for consideration. The elements identified on Figures 31 and 32 are historical by age. All predate 1946.

Natural Elements

Several historical tree plantings occur along the Boulevard. Their exact age is difficult to determine. It is highly probable that the trees noted are at least forty years of age. The determination of age is made through examination and comparison of the natural elements inventory to historical photographs and the average growth rate of the tree species; and conversations with Department personnel. Formal street tree plantings exist along the lakeshore between Colman and Seward Park. Additional mature formal plantings occur at the south and north entrances to the Arboretum. The remaining historical tree plantings are focal trees, remnants of pacific madrone groves and indigenous forests.

Built Elements

Few historical built elements remain along the Boulevard. The inventory has identified three buildings, seven bridges, five retaining walls, and four stairways which pre-date 1946.

The Madrona Dance Studio and the Seward Park Art Studio were both built during the 1920's and remodeled during the late 1960's and early 1970's. Both are post-Olmsted additions. The Ellsworth Storey Cottages adjacent to Colman Park were built in 1908.

Seven historic bridges remain: The E. Lynn St. Overpass (1911) in the Arboretum, the remains of the E. Yesler Way Cable Car Bridge (1912) in Frink Park, a vehicular bridge on Frink Park (1909), and four pedestrian undercrossings in Colman Park (1909).

Five historic retaining walls remain. The retaining walls at the road split on the upper Boulevard were built in 1937. The four others are in the vicinity of Mt. Baker Boulevard: a hillside retaining wall between Mt. Baker Boulevard and

Colman Park (1910); a hillside retaining wall south of Mt. Baker Boulevard (1910's); a large concrete retaining wall at the Mt. Baker Beach (1909); and a granite rip-rap sea-wall (1909) is believed buried between Mt. Baker Beach and Genesee Park.

Many of the twenty-five pedestrian stairs probably predate 1946. The dates are known for only four: the Colman Park stairs (1909) at the upper pedestrian undercrossing; the S. Dose Terrace Stairs (1903); the Mt. Baker Beach Stairs (1909) and the stairs at the McClellan Street fishing pier (1909).

The other known historical structures include the Yesler Way tennis courts (1911) and the Japanese lantern (1911) at the entrance to Mt. Baker Park.

The evolution of Lake Washington Boulevard has removed it significantly from its original intent and as-built condition. The purpose of this brief historic report is to communicate the original intent and the as-built condition and compare these to the existing conditions in order to form a basis for future design guidelines.

Significant Design Elements

Although more formal or utilitarian than the Olmsted Brothers intended, several street tree plantings, structures, and user facilities have design merit. Each element is described below, and shown on Figure 33.

Planting

Three significant areas of formal street tree planting occur at the north and south entrances to the Arboretum, and along the shoreline between Colman and Seward Park.

Buildings

Four significant buildings/facilities exist: the Madrona Dance Studio, the Mt. Baker Beach House, the Mt. Baker Sailing and Rowing Facility, and the Seward Park Art Studio.

Bridges

Seven bridges exist in the Arboretum, Frink and Colman Parks.

Retaining Walls

Two significant retaining walls exist: the concrete wall along Mt. Baker Beach and the granite rip-rap sea-wall believed buried between Mt. Baker Beach and Genesee Park.

Stairways

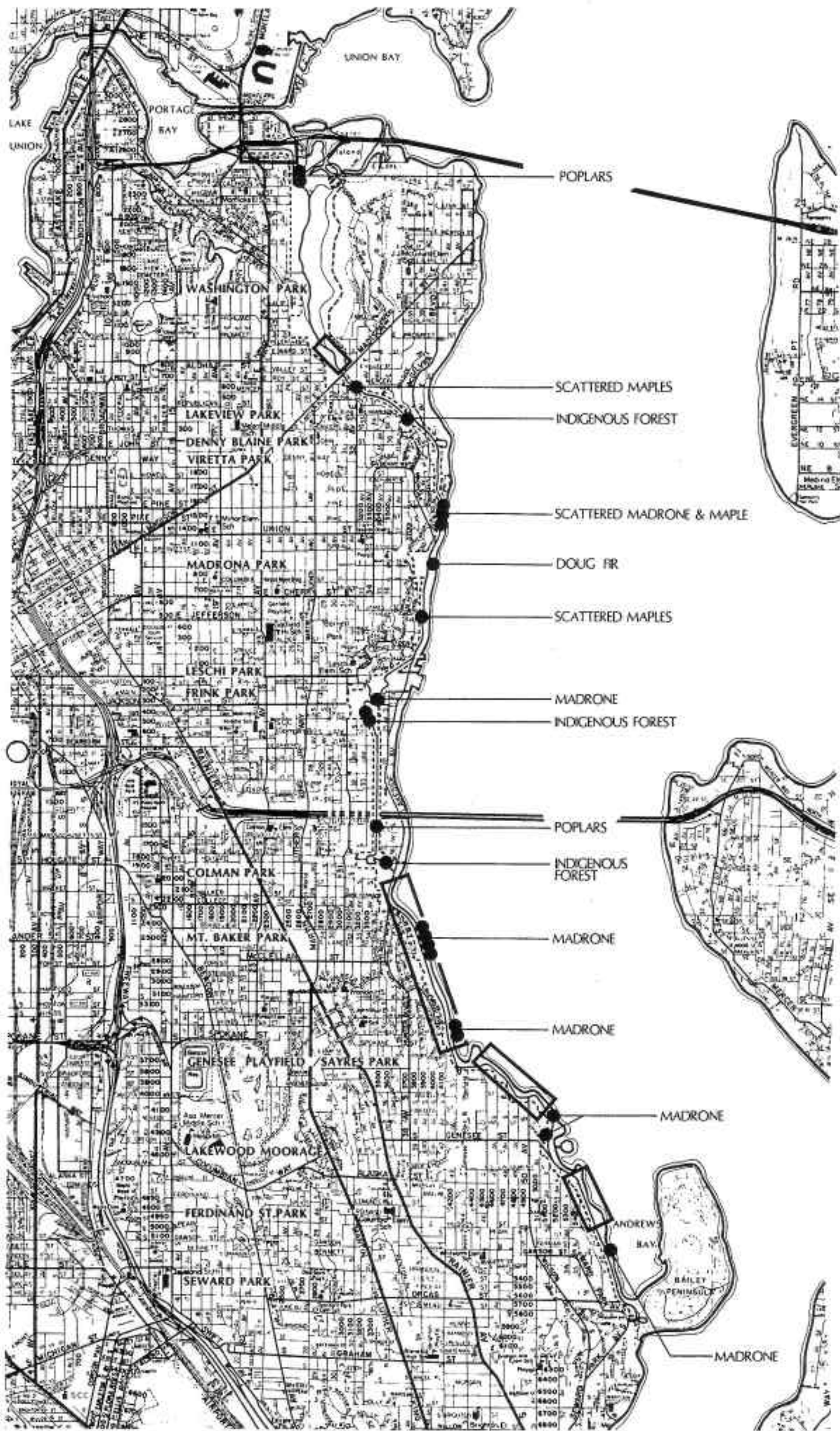
Four significant stairways exist: in Colman Park, at S. Dose Terrace, at Mt. Baker Beach, and at the S. McClellan Street pier.

Piers

Three fishing/sunning piers exist south of Madrona Park, at Mt. Baker Beach, and at S. McClellan Street.

Other Facilities

Other facilities include: overlooks at E. Harrison Street and above the I-90 tunnels; picnic and beach areas at Denny Blaine, Madrona, and Mt. Baker Parks; moorage facilities at Leschi and Lakewood; the Yesler Way Tennis Courts.



LAKE ■ WASHINGTON ■ BOULEVARD

1903 • 1909

DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE

1986

EDAW INC.

Landscape Architects, Urban Designers & Planners

121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC.

Historic Landscape Consultants

462 Broadway New York, New York

HISTORIC NATURAL ELEMENTS

LEGEND


 STREET TREE PLANTINGS

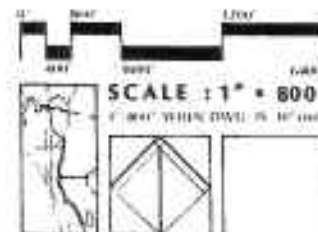


Figure 31



LAKE • WASHINGTON • BOULEVARD

1903 • 1909

DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE

1986

EDAW INC.

Landscape Architects, Urban Designers & Planners

121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC.

Historic Landscape Consultants

462 Broadway New York, New York

HISTORIC BUILT ELEMENTS

LEGEND

RETAINING WALLS

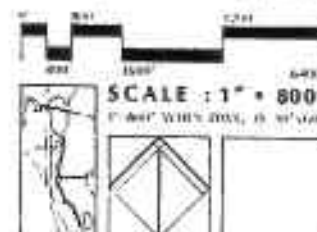
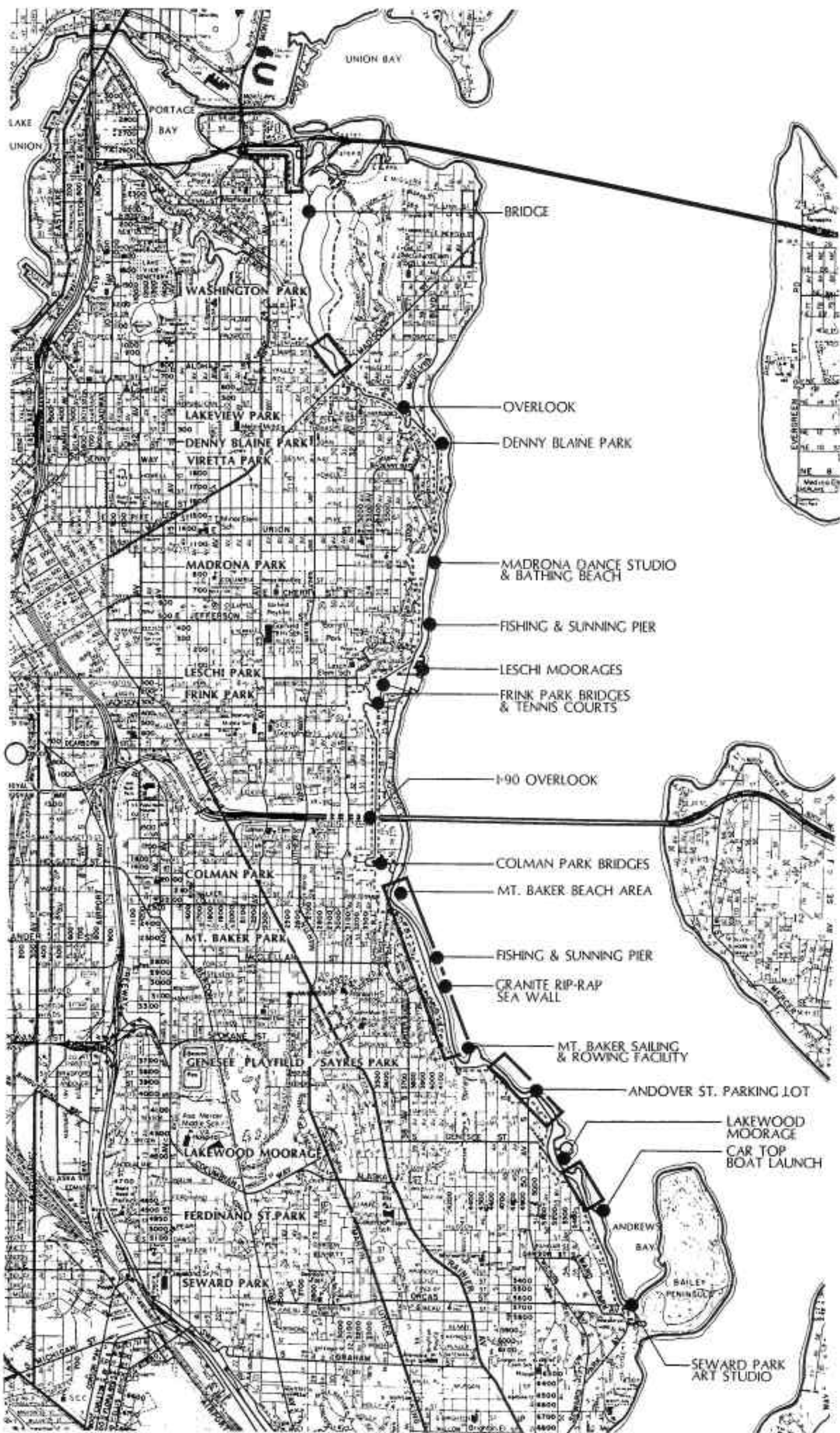


Figure 32



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986
 EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

SIGNIFICANT DESIGN ELEMENTS

- LEGEND
- STREET TREE PLANTINGS

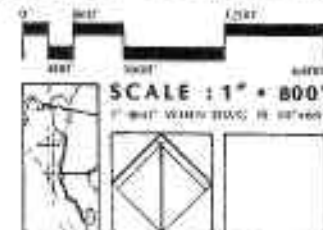


Figure 33

Typical Sections - Existing

Three typical sections for each of the three landscape character areas illustrate existing conditions along the Boulevard.

Typical Sections - Residential Boulevard

R1-APPLICABLE TO WIDEST PARTS OF AREA 12

The only separated residential section occurs in the Charles and Norman Street block of Area 12. Serious parking encroachment and privatization of public land by adjacent residential lots has destroyed any sense of a boulevard image. The roadway is in generally poor condition. Curbs exist only at the separated section. A sidewalk in good condition is on the east side. The rest of the area has no curbs and unpaved shoulders. Utility poles appear in the street R.O.W. from Irving to Judkins Streets and Charles to King Streets. The landscape between the roadways is a mixture of invasive species with little or no aesthetic value. There is necessity and opportunity to rebuild in a compatible way.

R2-APPLICABLE TO AREA 2 AND PARTS OF AREA 4

Most of Area 2 has a 25 - 30 ft. drive. Area 4 has houses on both sides. It has a

22 - 26 ft. drive in a 100 - 120 ft. R.O.W. Steep slopes through much of Area 4 limit the usable R.O.W. to not more than 65 ft. Through Area 2 residential areas occur along the west side, and the Arboretum along the east side. The roadway is mostly uncurbed and there is serious parking encroachment. Only remnants of original street and forest trees remain.

R3-APPLICABLE TO MUCH OF AREAS 6, 7, 10 AND MOST OF AREA 12

Contrary to the Olmsted's recommendation, many parts of LWB were constructed in rights-of-way less than 100 ft. Areas 7 and 10 have rights of way of only 50 - 80 ft., allowing little or no room to expand. Areas 4 and 6 have 80 - 120 ft. rights-of-way with street trees, and sidewalks on one side. Area 12, like Area 4, has a large R.O.W. which is limited to 35 - 50 ft. by steep slopes. Drive conditions are variable. Newer sections are curbed with sidewalks (as shown), others are uncurbed without walks and have parking encroachment. Gardens are frequently screened by walls, fences and hedges. Many forest trees survive, but overall the landscape image is arcadian rather than park or forest.

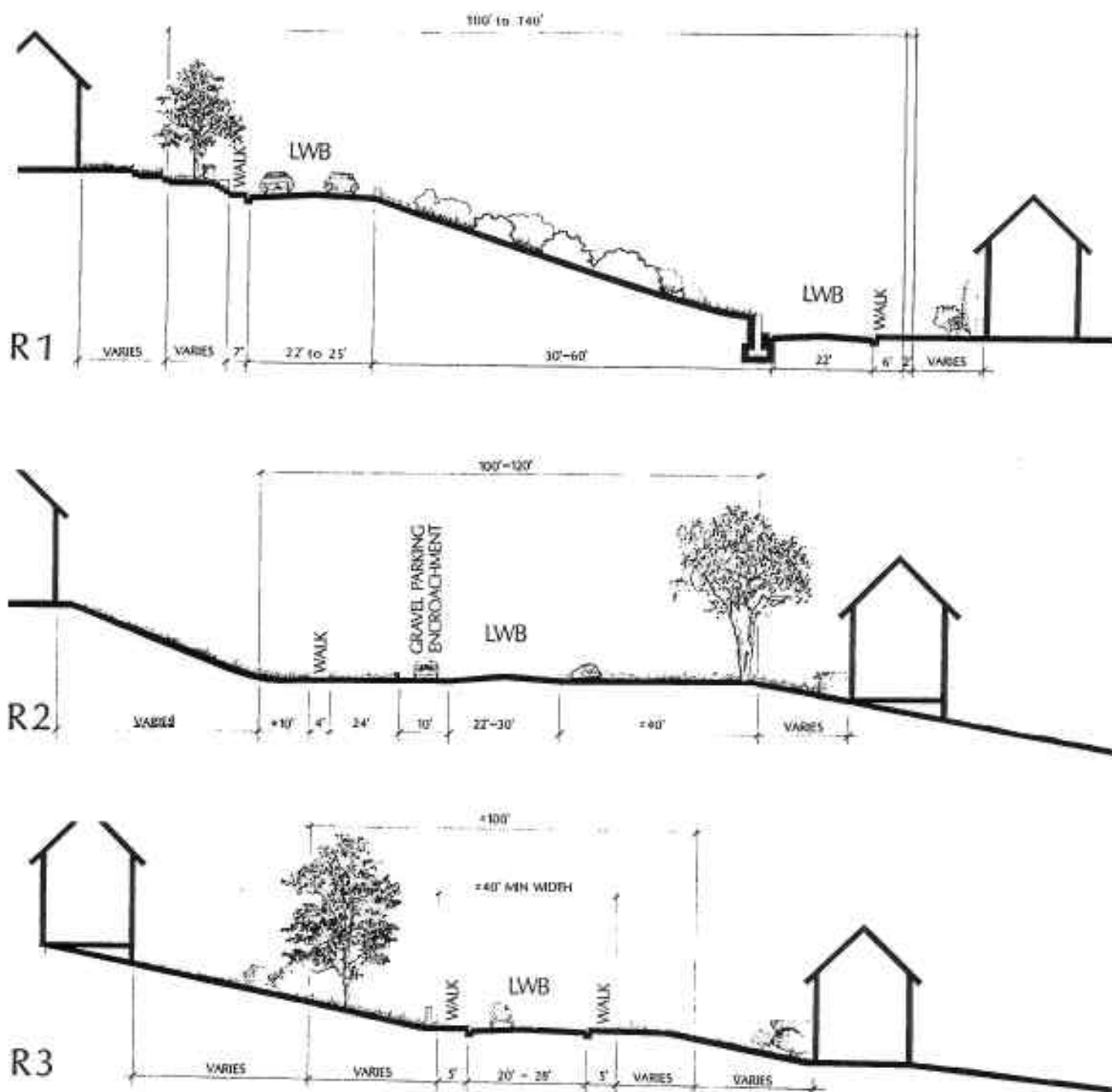


Figure 34

Typical Sections - Park and Forest Parkway

P1-APPLICABLE TO PART OF AREA 2

The section just north of the Arboretum entrance and Highway 520 interchange is without any sense of boulevard image. The roadway does not utilize its R.O.W. width efficiently or gracefully, because of wide shoulders and no landscape definition. There is no acknowledgement in the boulevard design of the changing environment of Residential to Park/Forest. This is a high traffic area, due to the thruway interchange. It could possibly be rebuilt as a divided roadway to improve safety and to provide the originally intended formality.

P2-APPLICABLE TO AREAS 5, 11, AND 13

This switchback cross-section shows upper and lower drives. There are wood or

concrete bollards with curbing on one side. Usually, single trees and specimens occur between the switchback sections. At the edges is native forest, with gaps and invasive ornamental species.

P3-APPLICABLE TO STEEPEST PARTS OF AREAS 5, 11, AND 13

This section represents a switchback turn with super-elevated roadway; wood or concrete bollards define park edge on one side; parking encroachment usually occurs on opposite uphill side. There is soil erosion, soil compaction, tree damage and loss of plant material at roadside, due to parking encroachment. The roadway is enclosed by a thin forest edge with creepers. Turf areas often appear with single or clustered focal trees in lawn. The forest understory is badly depleted.

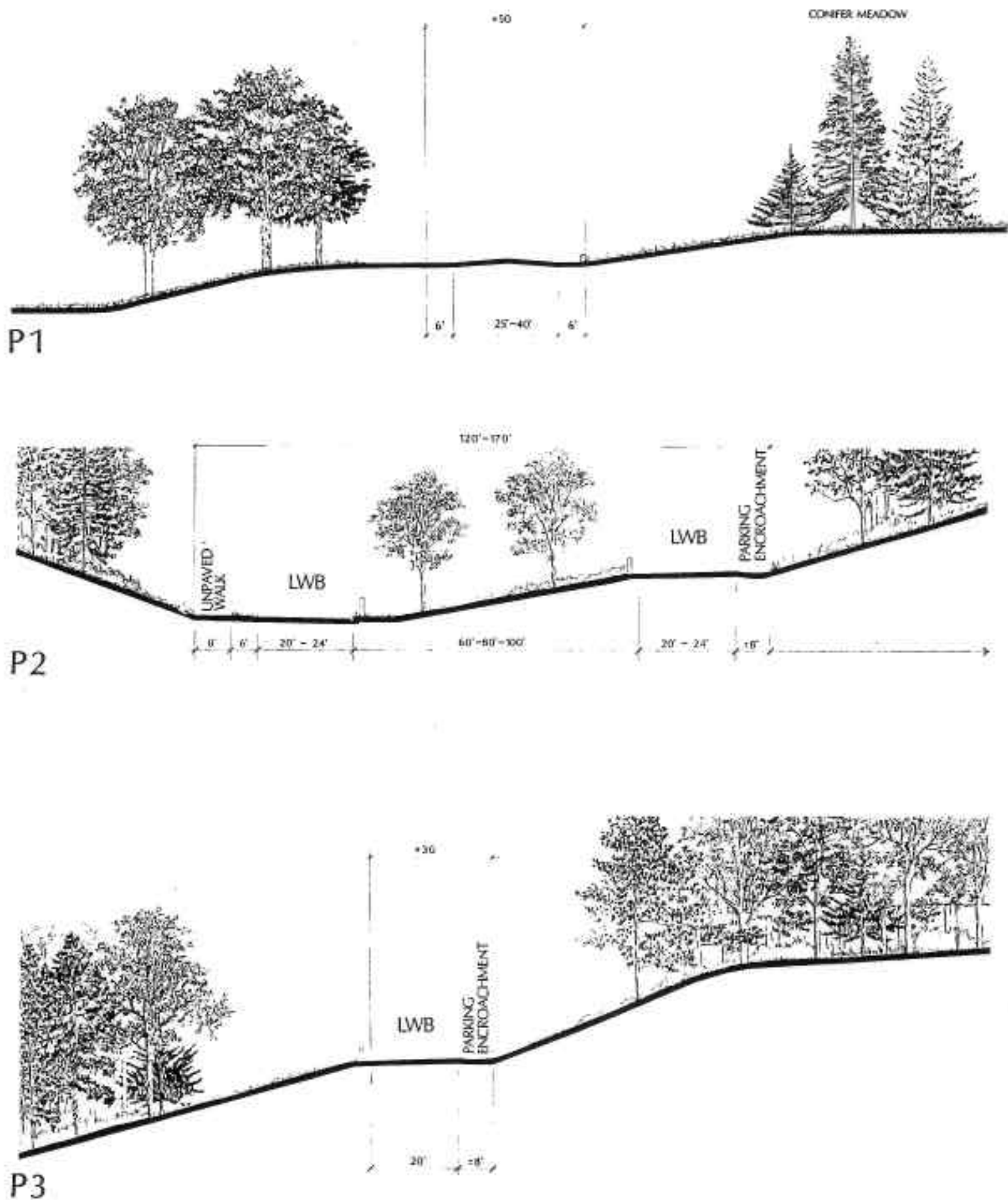


Figure 35

Typical Sections - Lake Shore Parkway

L1-APPLICABLE TO MUCH OF AREAS 9, 15, AND 16

This section is taken through the widest parts of the lakeside Park which usually occur at the peninsulas. Typically, the pavement is 25 ft. wide. All of Areas 15 and 16 and part of Area 9 from Madrona to North Leschi are curbed. Most outboard parking lots exist in response to commercial and recreational use. Moorings, beaches and the Sayres Pits introduce a scale and intensity level of noise and activity not historically contemplated. Parking lots are generally too big, too conspicuous, too bare and too utilitarian. They are not well-integrated into the scenic landscape. On the west side, the natural forest buffer is much depleted. It has been replaced by gardens, lawns, and exotic ornamentals. There is too much pavement area, due to oversized walks, bus pull-offs and parking in Area 9.

L2-APPLICABLE TO AREA 8

This section applies to lakefront areas of intermediate width. The drive is typically 20 - 24 ft., uncurbed. There is frequent parking encroachment and serious bank erosion problems on the west side. No curbs and few walks exist, only an unpaved service road to the pump station. It is an area characterized by neglect and under-utilization.

L3-APPLICABLE TO AREAS 14, 15 AND 17

This section is representative of many lake sections where space between the drive and lake is limited to 30 - 50 ft. Heavily used and enjoyed by abutting neighborhoods. Typically a 25 ft. wide roadway occurs in areas 15 and 17. There are curbs in area 14, and a 6 - 10 ft. walk and recreational bikeway throughout, at top or bottom of bank. There is trail erosion from desire paths on east side. There are steep banks in areas 14 and 15 with varying amounts of native forest. In area 17, there are open gardens and lawns.

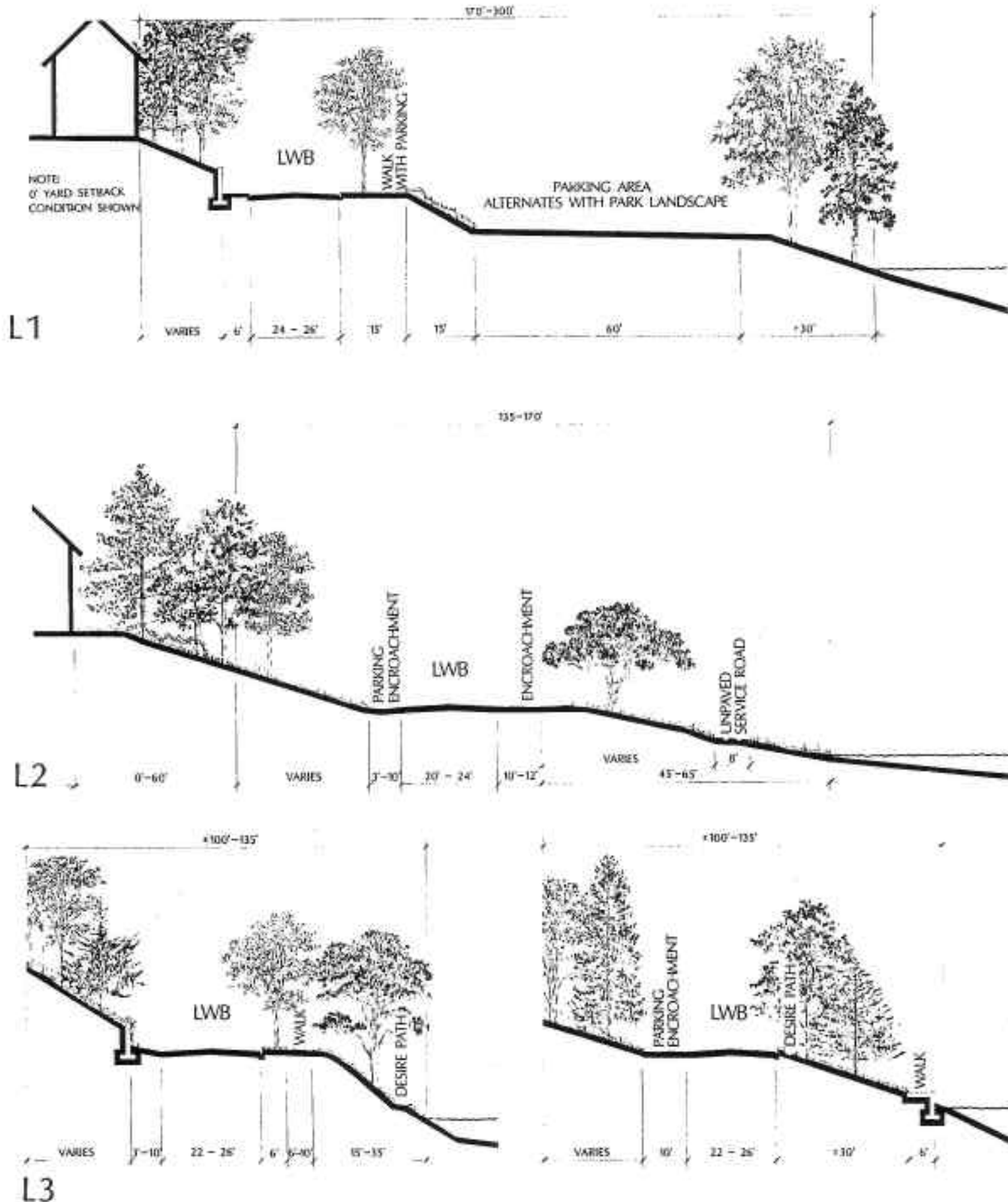


Figure 36



LAKE • WASHINGTON • BOULEVARD

ALTERNATIVE CONCEPTS

Alternative Concepts

Two alternative concepts are developed for Lake Washington Boulevard. They represent two distinct futures and objectives for its restoration. They reflect values, concerns, and preferences expressed by the Community, the Department, and others concerned with our Olmsted Legacy. The two concepts are:

Alternative Concept One - Historic

To the extent possible, given present ownership and topographic conditions, restore the Boulevard to the condition envisioned by the Olmsted Brothers.

Alternative Concept Two - Contemporary

Restore selected Boulevard elements; accommodate contemporary uses and materials which are historically sympathetic; and minimize maintenance and operations.

Common Attributes

While different in their vision for the Boulevard, both alternative concepts share several common attributes. Each:

Recognizes the historical significance of the Boulevard as the major component of Seattle's Olmsted Park and Boulevard System;

Addresses the Boulevard's lack of sequential continuity;

Acknowledges the landscape variety as found in the three character areas;

Addresses conflict between pedestrians, bicyclists, and automobiles;

Recommends consistent treatment for structures and furnishings;

Recommends measures to define the roadway edge and eliminate problems of renegade parking and vehicular compaction of the landscape;

Defines the boundary between park property and adjacent private ownership; and

Assumes that use and development of that segment of the Boulevard within the Washington Park Arboretum will continue to be guided by its own master plan.



Mt. Baker Waterfront

Alternative Concept

One - Historic

Alternative Concept One embodies the most accurate historic restoration of the Boulevard as possible. The Olmsteds' writings to the City concerning their design intent provide the basis for the development of this alternative. It proposes a major transformation of the Boulevard's existing physical character. It eliminates all non-compatible design elements and uses. It limits automobile traffic, removes the Seafair Hydroplane Races, replaces much of the floral and exotic plantings, and uses street furnishings reminiscent of its historical roots.



Colman Park

Major Elements

The following describes the major elements:

Views and Vistas

Alternative Concept One would recreate historic vistas to Lake Washington, screen much of the adjacent residential and commercial land uses, and screen the adjacent 520 and I-90 freeways.

The Hilltop Drive Vista would be maintained; while lost vistas to Union Bay at Montlake, and Lake Washington at Lakeview Park and Madrona Drive would be recreated. The presence of the Highway 520 canyon and ramps, and the I-90 tunnel and bridge would be lessened through redesign or extensive screening. The numerous views along the lake shore would be maintained and enhanced through relocation of the off-street parking lots out of the viewshed.

Drive

Alternative Concept One would discourage commuter traffic along the Boulevard and return it to a "meandering drive...with graceful curves." The Seattle Engineering Department's (SED) arterial designation for the Boulevard would be removed; the Highway 520 ramps at the north end of the Arboretum would be closed and removed; and intersections at E. Madison Street, Lakeside Avenue S., and S. Jackson Streets, would be reconfigured to return hierarchical preference to the Boulevard. Where not defined by curb and gutter, or

where the existing has deteriorated, redesign the straight road to a more graceful curvilinear alignment. Restore and maintain a 20 to 24-foot roadway width. Eliminate most on-street parking. Relocate off-street lots along lake shore to the west side of the Boulevard.

Walks and Paths

Alternative Concept One provides a continuous concrete sidewalk along both sides of the Residential Boulevard; an informal walk through Park and Forest areas; and a shared pedestrian and recreational bicycle path along the Lake Shore Parkway.



Lake Washington Bike Route

Structures, Furnishings & Materials

Alternative Concept One would require all new buildings, structures, and furnishings to be harmonious with the natural landscape. Existing visually obtrusive buildings on the lake shore would be relocated or remodeled to reflect a more historic, rustic treatment.

Vegetation

Alternative Concept One would develop distinct planting concepts for the Residential Boulevard, Park/Forest Parkway, and Lake Shore Parkway. Residential areas would have formal plantings of street trees. Formal and exotic tree plantings and manicured lawns would be eliminated along the park and forest parkways. Large native deciduous shade trees are planted. Except for day use areas at Madrona Dance Studio, Mt. Baker Beach, and Lakewood and Ferdinand Parks; native ground cover and shrubs will replace the formal lawn areas along the lake shore.



Colman Park

Use

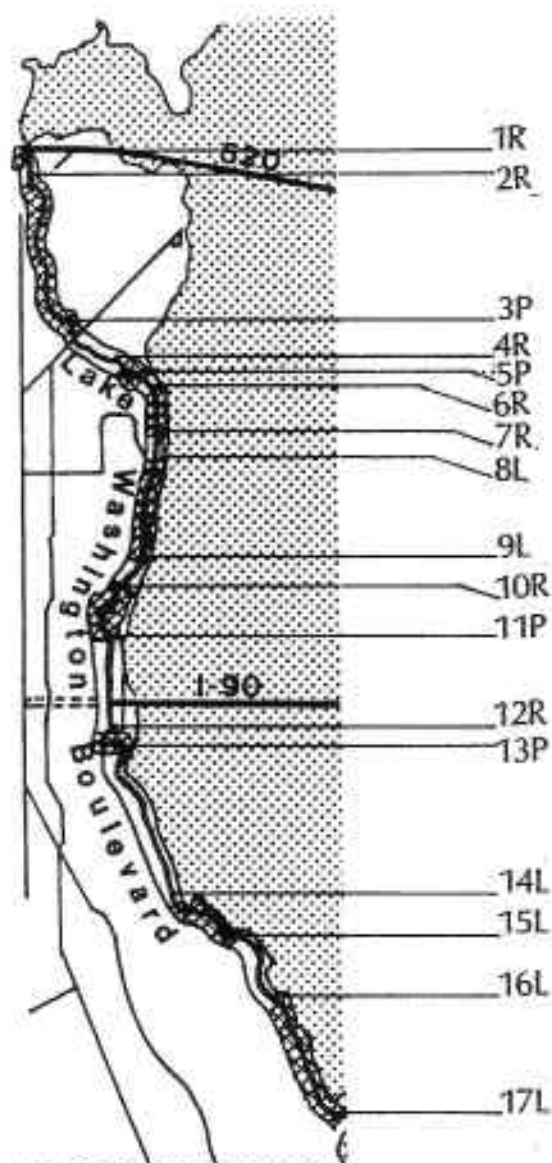
Alternative Concept One proposes elimination of those uses incompatible with the historic vision of the Boulevard as a naturalistic retreat from the hustle and bustle of urban city life. High-speed driving, commuter traffic, and intensive use events such as the Seafair Hydroplane races would be eliminated.



Frink Park

Typical Sections

Nine prototypical cross-sections are suggested to guide Boulevard restoration efforts. Three sections for each of the three main Boulevard Character areas are shown (Residential, Park/Forest, and Lake Shore). The accompanying text provides site-specific implementation measures for each of the major elements discussed above.



Landscape Sub-areas
Figure 37

Typical Sections - Residential Boulevard

R1 - APPLICABLE TO WIDEST PARTS OF AREA 12

Reinstate, frame and take advantage of views and vistas. Utilize separated section where steep hillside requires. Provide curbs and correct drainage. Build sidewalks to connect with existing for continuous pedestrian route. Provide continuous formal tree allee' along upper and lower drives with continuous planting strip along walk. Street trees are spaced at or close to property lines to preserve views from uphill houses. Some street trees in narrow median. Plant no large canopy trees in the middle of split boulevard, to preserve views from upper houses. Plant ground covers to hold slopes. Plant formal evergreen hedge to separate and buffer private yards. Construct retaining walls of rough stone or dark concrete where needed. Install historically appropriate lighting. Create gateway effect where landscape type changes or intersections are confusing.

R2 - APPLICABLE TO AREA 2 AND PARTS OF AREA 4

This formal boulevard design recalls the historic intent. Frame views and recreate vistas. Residential area on west side and Arboretum on east side through Area 2. Area 4 has houses on both sides. Provide curbs, correct drainage, resurface and

extend roadway where appropriate. Separated one way traffic routes provide greater traffic safety, and on-street parallel parking. Provide sidewalks on both sides and connect with existing. Establish formal allee' of three rows of street trees with lawn, or low plantings. Install historically appropriate lighting and signage. Create gateway effect where landscape type changes or intersections are confusing.

R3 - APPLICABLE TO MUCH OF AREAS 1,4,6,7,10 AND MOST OF AREA 12

Create the residential boulevard as a typical tree-lined street. Where right of way is constricted by steep slopes or private ownership this limited section will improve overall appearance. Provide curbs, correct drainage, resurface and extend roadway where appropriate. No parking due to constricted R.O.W. width. A single roadway is framed with formally spaced trees. Provide sidewalks on both sides and connect with existing. Provide planted area at outside edges of R.O.W. to establish double allee' along walks where width available. Plant single rows of trees at outside edges of narrow R.O.W. widths. Dashed line indicates approximate location of Highway 520 in Area 1. In this case, eliminate walk and increase planting buffer on North side. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

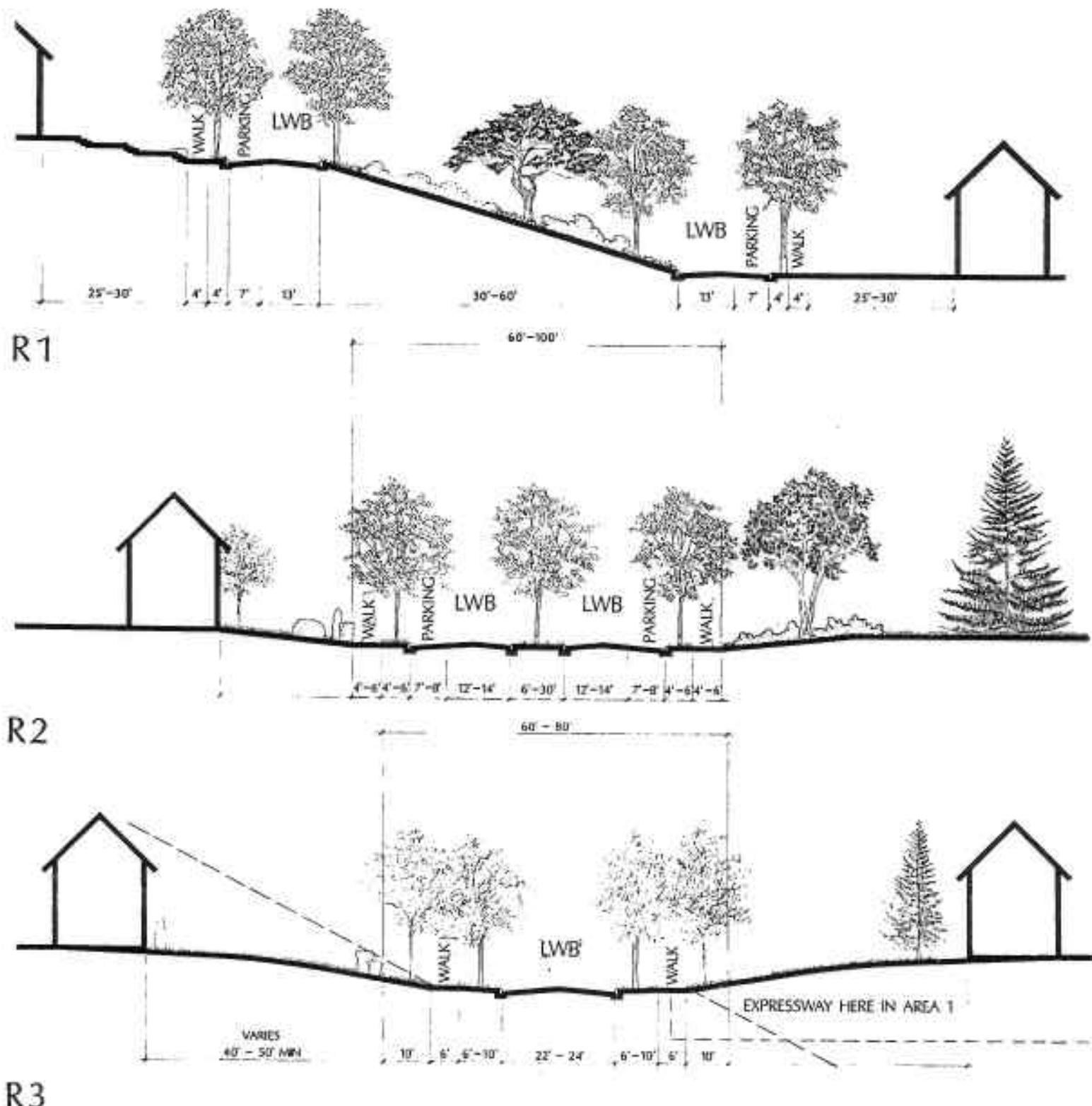


Figure 38

Typical Sections - Park and Forest Parkway

P1 - APPLICABLE TO PART OF AREAS 2 AND 3

Create grand, formal entry sequence to Arboretum and Park environment. Ameliorate Highway 520 ramps by decreasing access and unifying parkway landscape. Provide curbs, correct drainage, resurface and alter roadway where appropriate. Separate roadway with median from 26th Ave. E. to E. Foster Island Road to reduce conflict in traffic movement and to establish formal aesthetic. Provide sidewalk only on south side to connect with existing. Create formal triple allee' of street trees in mown lawn. Buffer Conifer Meadow edge with evergreen massing. Increase landscape buffer at Arboretum edge. Create gateway effect at entry point. R.O.W. width decreases after gateway with narrowed median and planting strips. Install historically appropriate lighting as required.

P2 - APPLICABLE TO AREAS 5, 11 AND 13

Reinstate switchback section as intended originally by Olmsted Brothers. Provide stone or concrete drainage swales to collect water from uphill slopes. Provide bollards with swales to contain parking encroachment. Maintain visibility from upper level to lower level of Boulevard

switchbacks. Provide walks from outlying residential areas to connect with existing system. Re-establish native forest at edge of roadway, fill gaps and replace ornamentals with native plantings. Reinforce forest understory with small canopy trees, shrubs, ferns and groundcovers to stabilize slopes. Reinstate historic picturesque landscape in center area between roadways with native shrub massings, vines and ground covers. Install historically appropriate lighting. Create gateway effect where landscape type changes or intersections are confusing.

P3 - SWITCHBACK TURN - STEEP PARTS OF 5, 11 AND 13

Reinstate historic picturesque landscape in steep areas. Provide curbs on downhill side of cross draining and super elevated roads. Provide stone or concrete drainage swales to catch overland flow from upper slopes. Provide walks either cantilevered from retaining wall with cribbing (shown P3a) or set into the grade, behind retaining wall (shown P3b). Enhance picturesque native forest, replacing gaps and ornamentals with native species. Stabilize slopes with ground covers. Minimize cut and fill with rough stone retaining walls, allow creepers to climb over walls. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

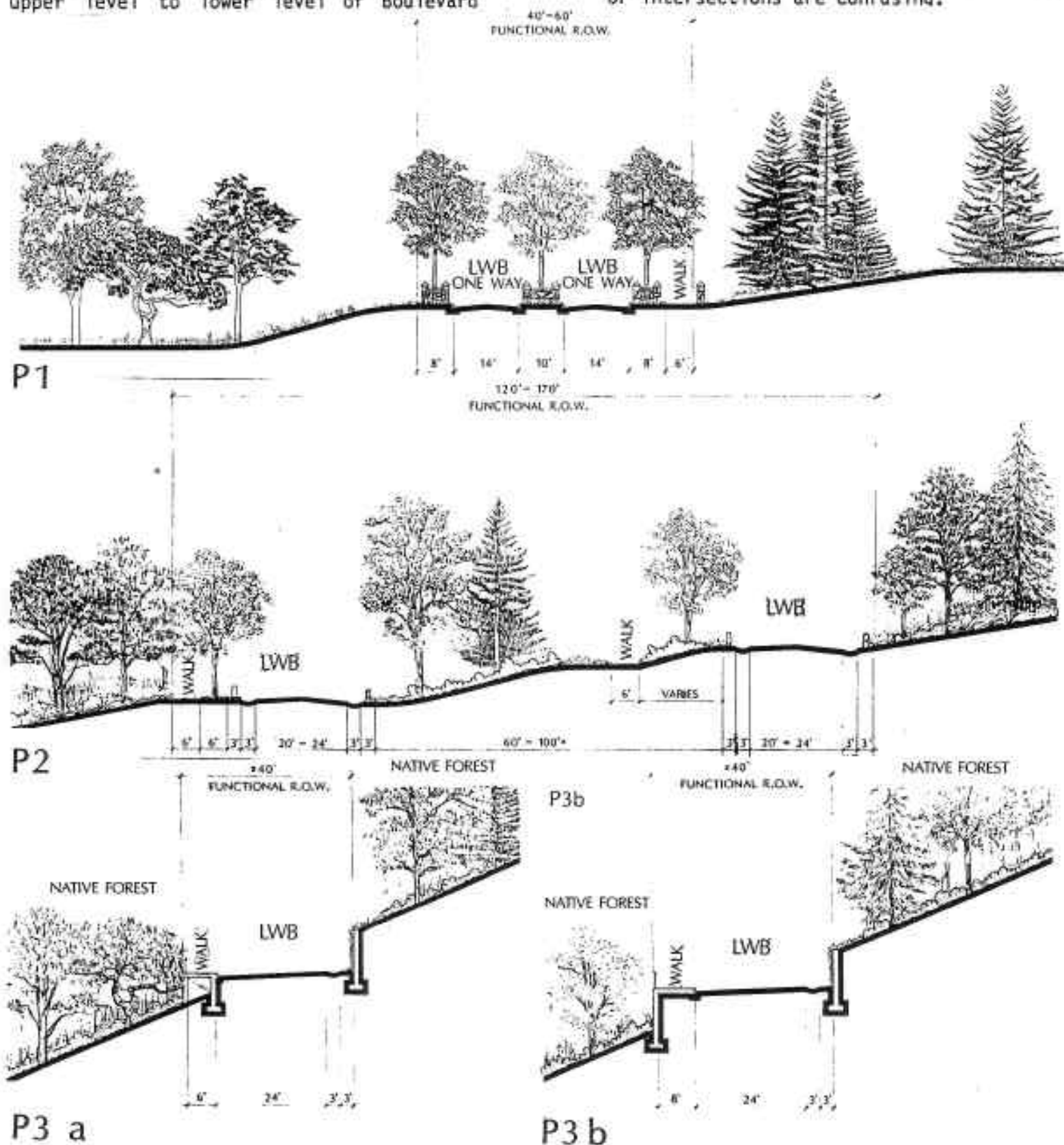


Figure 39

Typical Sections - Lake Shore Parkway

L1 - APPLICABLE TO AREA 9 AND PART OF AREA 16

Take advantage of lake views from Boulevard. Enhance lakefront park for public use. Reclaim and define privatized land within R.O.W. Correct drainage with stone or concrete lined drainage swales in Area 9. Provide bollards at swales to prevent parking encroachment. Provide parallel parking along Boulevard where adjacent to lawn and where park needs dictate. In-board parking will alternate with the landscape adjacent to Boulevard. Depress parking to preserve view from uphill houses. Provide separated pedestrian walk system. Allow for recreational bike riding. Increase landscape buffer in areas gained by lowered water level. Over the long term remove inboard parking and revegetate with native species. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

L2 - APPLICABLE TO AREA 8

Take advantage of lake views from Boulevard. Enhance lakefront park for public use. Reclaim and define privatized land within R.O.W. Correct drainage with stone or concrete swales. Provide bollards with swales to eliminate parking encroachment. A narrow usable R.O.W., due

to steep slopes, does not allow for parking. Provide continuous pedestrian route, allow for recreational bike riding. Maintain and enhance existing forest buffer on land side. Strengthen native vegetation in areas gained by lowered water level. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

L3 - APPLICABLE TO MUCH OF AREAS 14, 15, AND 17

Take advantage of lake views from Boulevard. Enhance lakefront park for public use. Reclaim and define privatized land within R.O.W. Correct drainage with stone or concrete lined swales in Area 14. Provide bollards with swales to eliminate parking encroachment. Narrow R.O.W., due to steep slopes, does not allow for parking. Provide continuous walk, allow for recreational bike riding. Use retaining wall if necessary (shown L3a), to mitigate extremely steep slopes. Maintain and strengthen forest buffer on land side where existing in Area 14. Vegetate narrow park strip with native species. Use groundcover, vines and shrubs to stabilize slopes. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

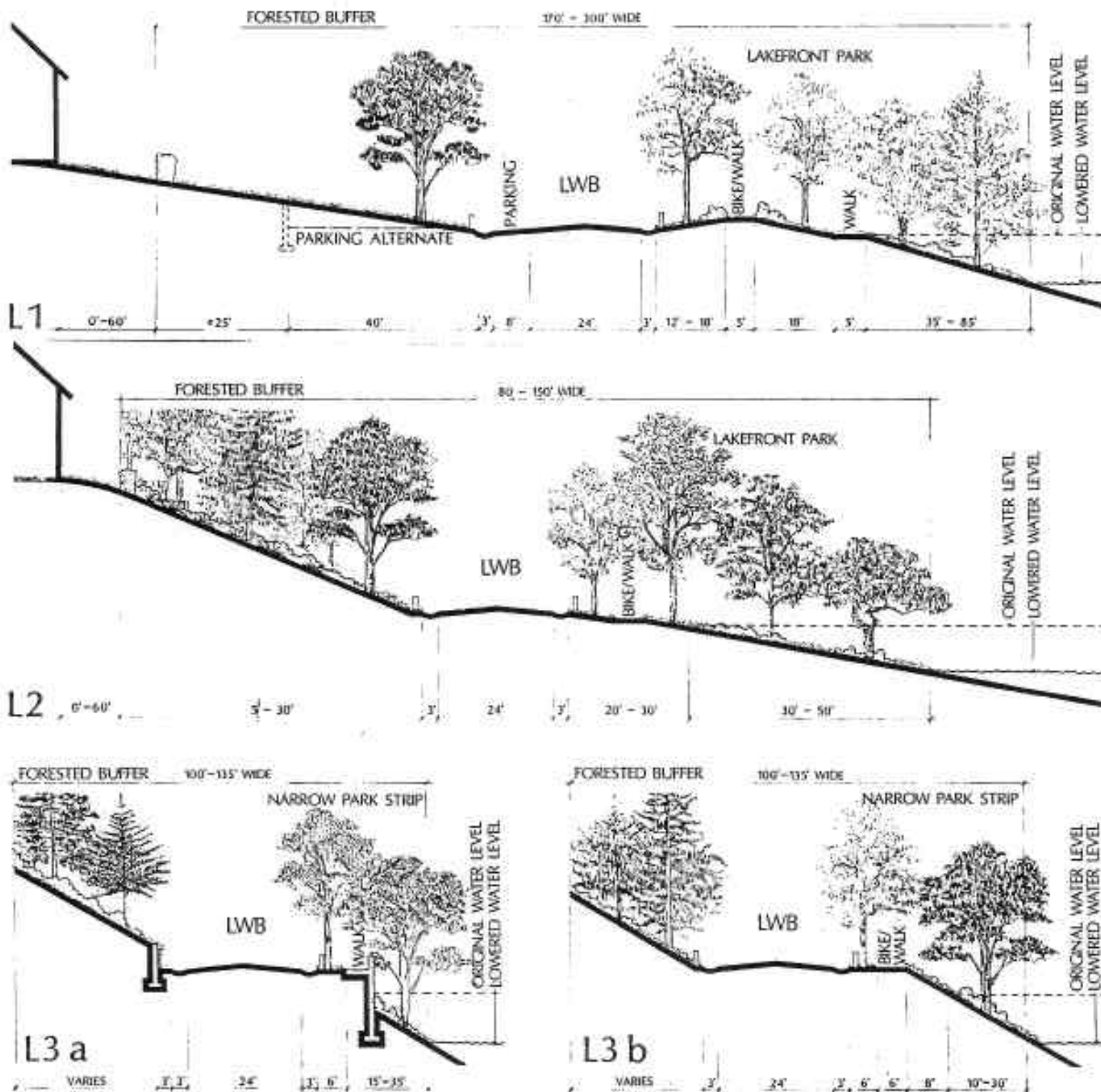


Figure 40

Alternative Concept

Two - Contemporary

Alternative Concept Two envisions a Boulevard which accommodates most contemporary uses, materials, and designs. Maintenance and operations are minimized. Similar to Alternative Concept One, a rehabilitation program would alter the character of the Boulevard in a historically sympathetic way. Those uses and design elements out of character would be reduced in scope, or modified so as not to be so visually obtrusive. The Boulevard would continue to function as an arterial street. Only minor changes to the road alignment would be made, and much of the existing formal landscape would remain.

Major Elements

The following describes the major elements:

Views and Vistas

Alternative Concept Two would maintain existing views and vistas to Lake Washington and provide some screening of parking and major roadways. The Hilltop Drive Vista would remain. The indigenous forest within Lakeview Park would not be pruned to maintain views. The Highway 520 ramps would be screened by plantings, but would not be eliminated. The I-90 overlook is developed as a significant cross axis along the Upper Boulevard. On-street parking alternates with a landscape buffer. Along the lake shore, parking is confined to the west side of the Boulevard. Off-street lots are screened by shrub plantings.

Drive

Alternative Concept Two maintains the Boulevard's designation as a collector arterial and as a commuter route linking Madison Park and the Central area neighborhoods to Highway 520. The 520/Arboretum ramps will remain open; although, an HOV only on-ramp is recommended to lessen traffic through the Arboretum and Montlake neighborhood. Traffic on the Boulevard would continue to stop at the intersections with Lakeside Ave. S., S. Leschi Pl., and S. Jackson Street. Installation of curb and gutters will generally follow the existing road alignment. A 25 foot drive is the Boulevard standard. On-street parking is allowed in pullouts separated by a landscape buffer.

Walks and Paths

Alternative Concept Two follows the same guidelines as Alternative Concept One. It provides a continuous concrete sidewalk along both sides of the Residential Boulevard; an informal walk through Park and Forest areas; and a shared pedestrian and recreational bicycle path along the Lake Shore Parkway.

Structures, Furnishings & Materials

Similar to Alternative Concept One, Alternative Concept Two requires new

buildings, structures, and furnishings to be harmonious with the natural landscape. Concessions would be made to modern materials and construction methods. For example, metal guard rails would be allowed, but would be Corten steel rather than white or galvanized flex-rail. Buildings on the lake shore side of the Boulevard would be screened through grading and planting to allow the natural landscape to dominate.

Vegetation

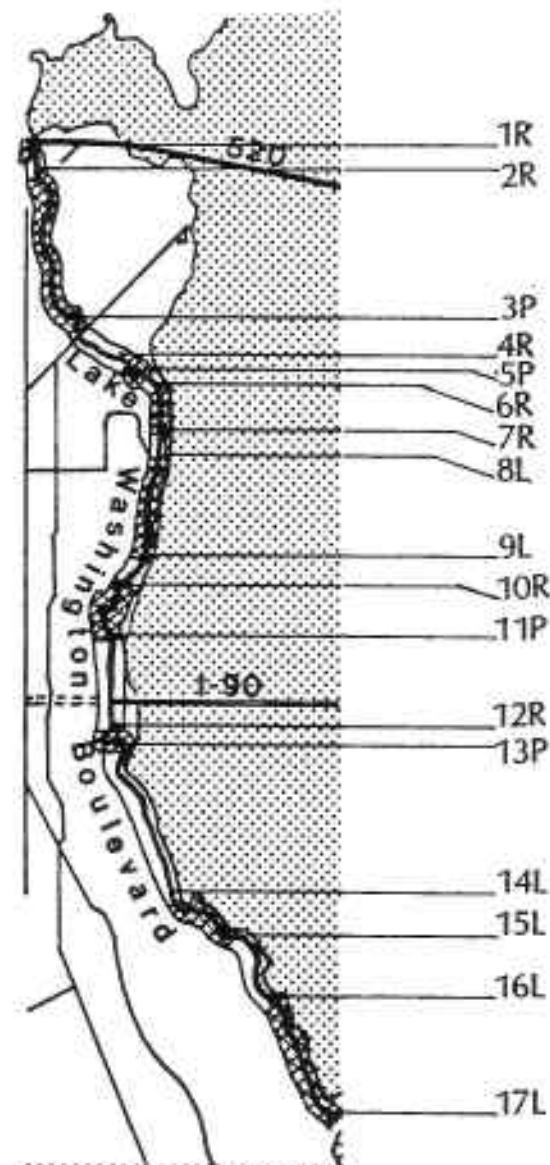
Similar to Alternative Concept One, Alternative Concept Two develops distinct planting concepts for the Residential, Park/Forest, and Lake Shore character areas. To minimize maintenance in residential areas, only that area directly adjacent to the roadway and planting strip is developed. The lawn areas in the park and forest areas are replaced with ground cover plantings. The existing lawn areas along the lake shore are maintained.

Use

Alternative Concept Two maintains all existing uses and activities along the Boulevard.

Typical Sections

Similar to Alternative Concept One, nine prototypical cross sections are suggested to guide Boulevard restoration efforts. Three sections for each of the three main Boulevard Character areas are shown (Residential, Park/Forest, and Lake Shore). The accompanying text provides site specific implementation measures for each of the major elements discussed above.



Landscape Sub-areas
Figure 41

Typical Sections - Residential Boulevard

R1 - APPLICABLE TO WIDEST PARTS OF AREA 12

Reinstate, frame and take advantage of views and vistas. Utilize separated section where steep hillside requires. Provide curbs and correct drainage. Utilize existing sidewalk on east side. Street trees in plant buffer alternate with parking bays. Space street trees at or close to property lines to preserve views from uphill houses. No large canopy trees in center section. Plant center section with tall grass and wildflowers. Plant formal evergreen hedge to separate and buffer private yards. Construct retaining walls of rough stone or dark concrete where needed. Install historically appropriate lighting. Create gateway effect where landscape type changes or intersections are confusing.

R2 - APPLICABLE TO AREA 2

Reinstate boulevard image. Provide curbs, correct drainage, provide parallel parking in small parking bays of off-street lots, alternating with wide landscape buffer on both sides of street. Build sidewalks to connect with existing. Plant 2 rows of

street trees on each side of street. Plant formal evergreen hedge to buffer and separate private gardens and parking lots. Install historically appropriate lighting. Create gateway effect where landscape type changes or intersections are confusing.

R3 - APPLICABLE TO 40-70' BOULEVARD WIDTHS IN AREAS 4, 6, 7, 10 and 12

Reinstate boulevard image, frame views and vistas. Although parts of Areas 4 and 12 have R.O.W.s of up to 120 ft., the usable R.O.W. is limited in most sections to 40 ft. - 70 ft. by steep slopes. Resurface roadway to provide 25 ft. wide pavement. Provide curbs, correct drainage. Provide local parking in small off street lots alternating with low landscape buffer (shown R3a) or, parallel parking bays (shown R3b). Build sidewalks on one side, only in restricted situations (shown R3c). Preserve existing street trees and forest remnants. Plant new street trees in 2 or 3 rows, dependent on R.O.W. width. Plant formal evergreen hedge to buffer and separate private gardens and parking. Install historically appropriate lighting. Create gateway effect where landscape type changes or intersections are confusing.

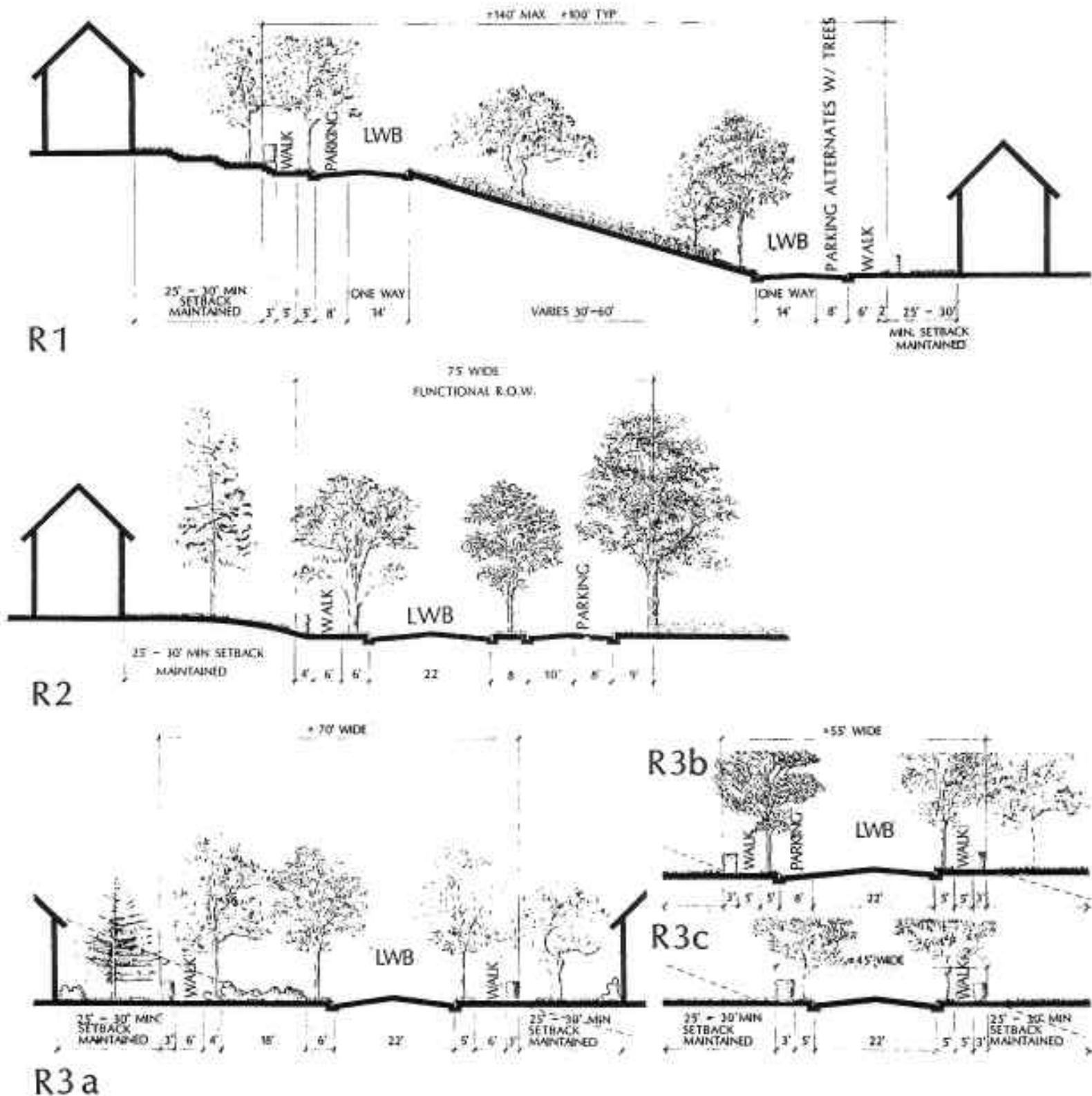


Figure 42

Typical Sections - Park/Forest Parkway

P1 - APPLICABLE TO PART OF AREA 2

Create Arboretum entry sequence, with Arboretum sign, symbolic gateway and continuous rows of street trees. Extend walks and connect to existing. Ameliorate Highway 520 visual intrusion. Unify landscape with added planting buffer along Park edge on North side, maintain and buffer conifer specimen meadow at Arboretum edge on South side. Over the long term replace original street trees that are now mature. Install historically appropriate lighting and signs. Create gateway effect for entry definition.

P2 - APPLICABLE TO AREAS 5, 11, AND 13

Reinforce forest image. Provide stone swale and bollard along majority of roadway to correct drainage and contain parking encroachment. On downhill side of roadway in switchback sections curb to accept drainage across super elevated road section. Provide wood guardrails only where necessary. Provide new walks from

outlying areas to connect to existing walk and underpass system. Maintain visibility in switchback areas with low meadow plantings. Fill in gaps in forested areas, remove ornamental shrub massings, and replace with native forest plantings. Stabilize slopes with forest understory, ground covers, vines. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

P3 - APPLICABLE TO SELECTED VERY STEEP AREAS IN 5, 11, AND 13

Reinforce forest image. Use concrete or granite block drainage swale to control overland flow from upper slopes. Provide wood bollard to contain parking encroachment at forest edge. Maintain visibility in switchback turn with low plantings adjacent to roadway. Revegetate gaps or replace ornamental shrub massings and gardens with native plantings as appropriate. Stabilize slopes with forest understory, ground covers and vines. Super elevate roadway in switchback turn and curb downhill side. Install historically appropriate lighting and signage. Create gateway effect where landscape type changes or intersections are confusing.

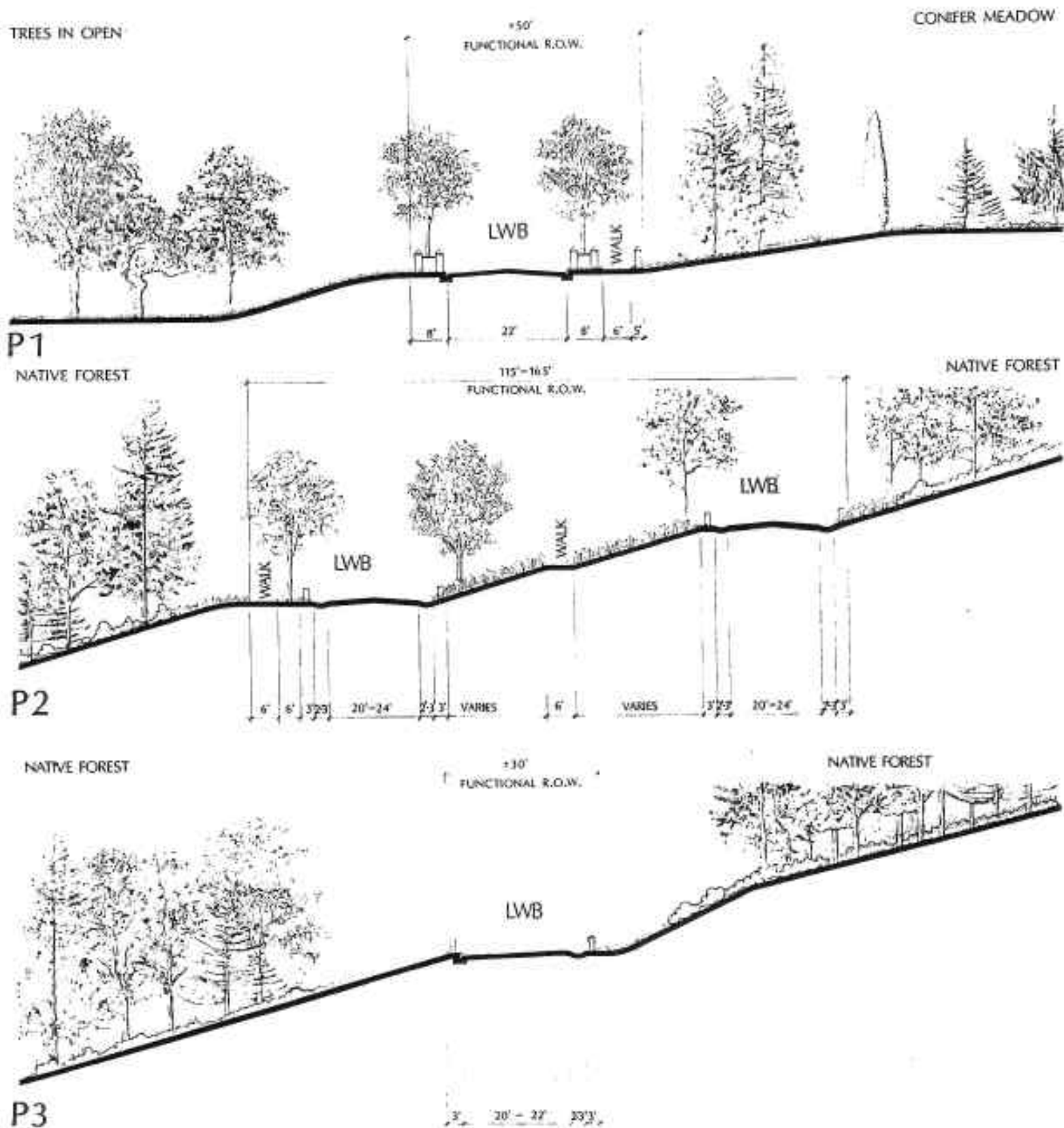


Figure 43

Typical Sections - Lake Shore Parkway

L1 - APPLICABLE TO WIDEST SECTIONS IN AREAS 9, 15 AND 16

Preserve, frame and take advantage of views and vistas. Resurface roadway and repair curbs where missing in Area 9. Extend width wherever possible from present size to 25 ft. over time. Replace outboard parking lots with parallel on-street or inboard over time. Add tree planting, informal, evergreen shrub borders, and bank stabilization. Extend independent system of walks and recreational bikeways on east side, consolidate driveways on west side to reduce curb breaks. Restore natural forest buffer on west with ground covers; informal, spacious lakefront park lawn on east. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

L2 - APPLICABLE TO AREA 8

Preserve, frame and take advantage of views and vistas. Resurface and extend from present size to 25 ft. where possible. Provide new curbs. Utilize concrete or granite block lined drainage swale and wood bollard to contain parking encroachment. Provide small inboard parallel or angle parking lots where park needs dictate and where grades, screening and space allow. Reinforce natural forest buffer with groundcovers on west and informal, spacious

lakefront park with lawn, Pacific madrone trees in groves and other appropriate tree plantings on east. Strengthen existing forest remnants and add bank stabilization on west side. Redefine public land with informal evergreen shrub mass. Preserve, feed and treat specimen trees in park. Install historically appropriate lighting and signs. Create gateway effect where landscape type changes or intersections are confusing.

L3 - APPLICABLE TO NARROW L SECTIONS

Reinstate park to water edge and forest inland edge to define residential and private spaces. Preserve, frame and take advantage of views and vistas. Resurface road and extend from present width to 25 ft. where possible. Repair existing curbs and provide new curbs. Provide small parking bays on inboard for 2 to 3 cars (shown L3B) where space and grades allow and where park needs dictate (eg. fishing pier in area 14). Consolidate driveways in groups on west side. Create continuous system of walks and recreational bikeways on east. Address trail erosion by providing routes at top of bank (6 to 10' wide) and where possible at foot of bank by lakeside, with boardwalk sections in narrow areas. Restore natural forest buffer on west; informal lakefront park on east. Add informal low evergreen shrubs to define private and public land (area 17). Plant trees at or close to property lines between houses to preserve views. Lighting not necessary or recommended.

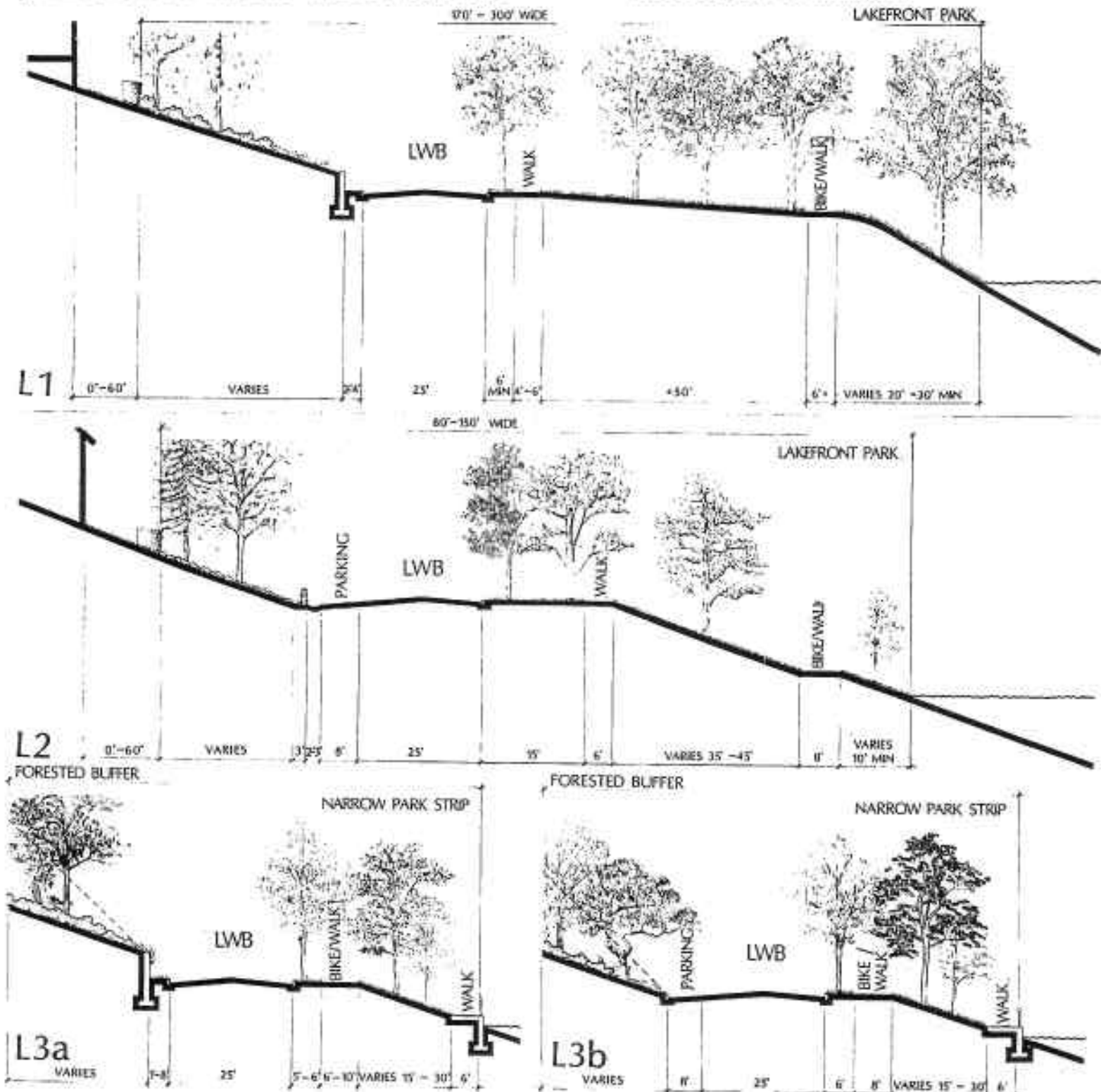


Figure 44

Special Area Intersection Analysis

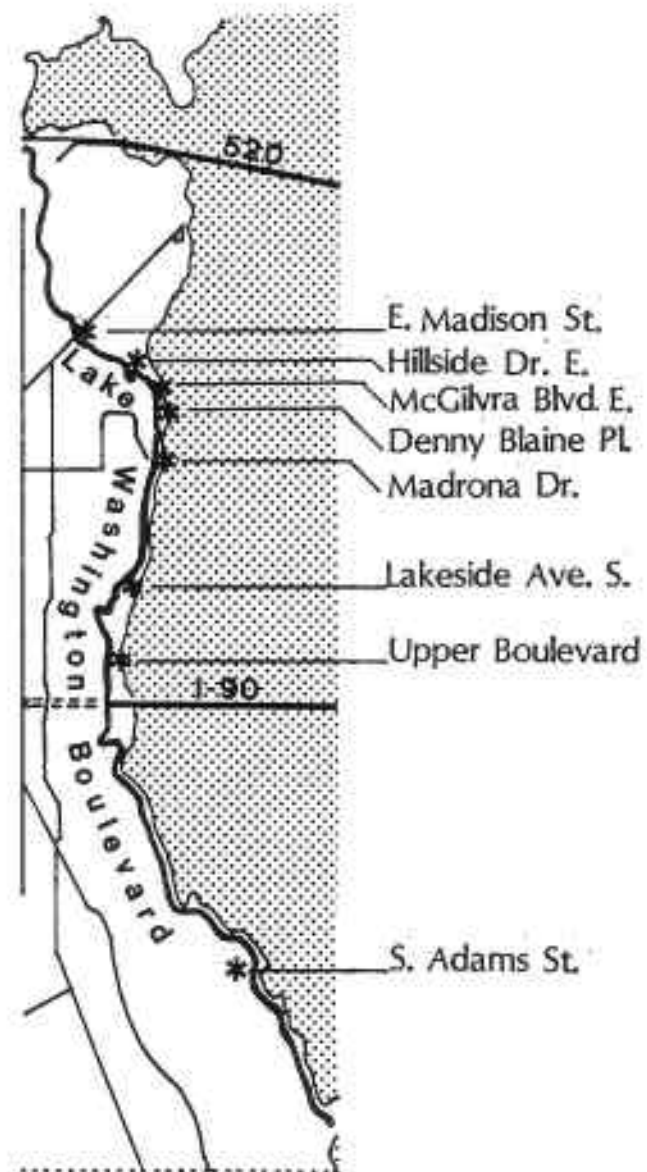
Eight special area intersection analyses are developed to fully describe the intent of the alternative concepts. They are meant to illustrate potential redesign of intersections or park areas where residential or commercial land uses, or urban traffic arterials and parking have eroded the sense of a park boulevard. None of the eight are the ultimate design solutions. However, they do provide images that are useful in obtaining public comment and feedback. On the basis of this feedback, the Adams Street parking lot was not selected as a Bond Issue Project Area. The intersections at E. Madison Street, and the Upper Boulevard are project areas, but the design will be revised. The eight include:

- Lake Washington Boulevard at E. Madison St.
- Lake Washington Boulevard and Hillside Dr. E. at E. Harrison St., 37th Ave. E.
- Lake Washington Boulevard at McGilvra Blvd. E.
- Lake Washington Boulevard at E. Denny Blaine Pl.
- Lake Washington Boulevard at Madrona Dr. E.
- Lake Washington Boulevard at Lakeside Ave. S. (Leschi)
- Lake Washington Boulevard at Upper Boulevard between S. Dearborn St. and S. Norman St.
- Lake Washington Boulevard at S. Adams St.

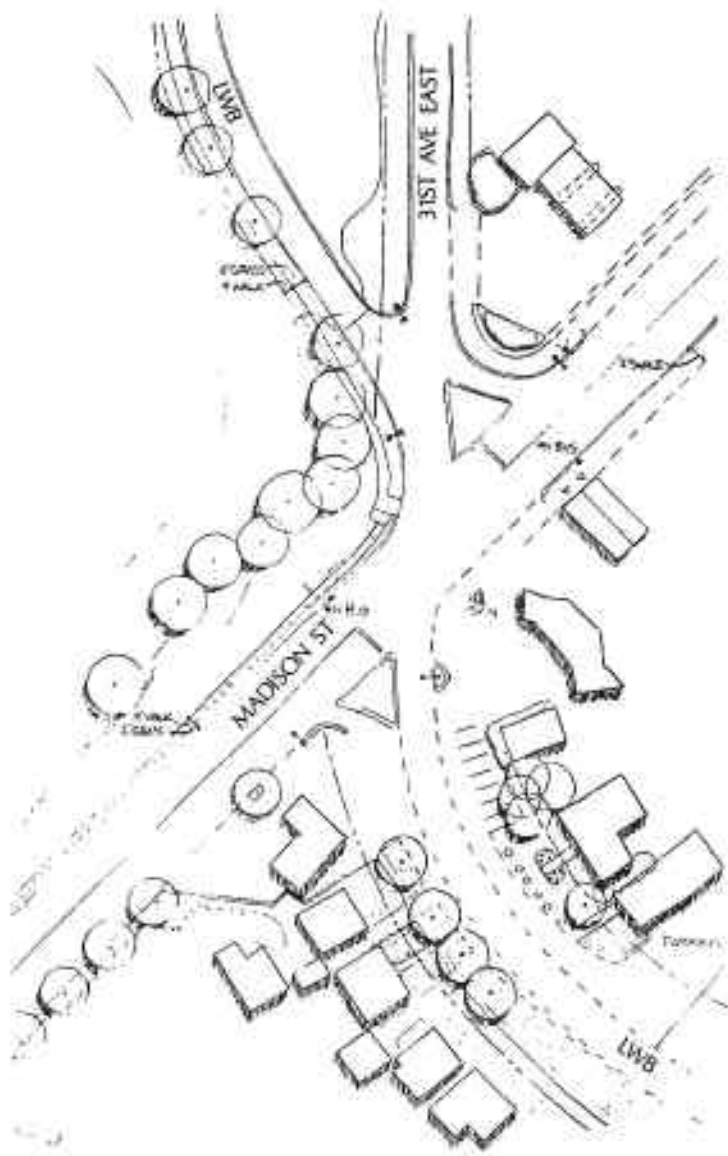
The first seven intersections are identified as key points where the continuity of the Boulevard breaks down. At each intersection, traffic, parking,

excessive asphalt, too little planting, and lack of consistent design elements degrade the Boulevard's image and confuse park users.

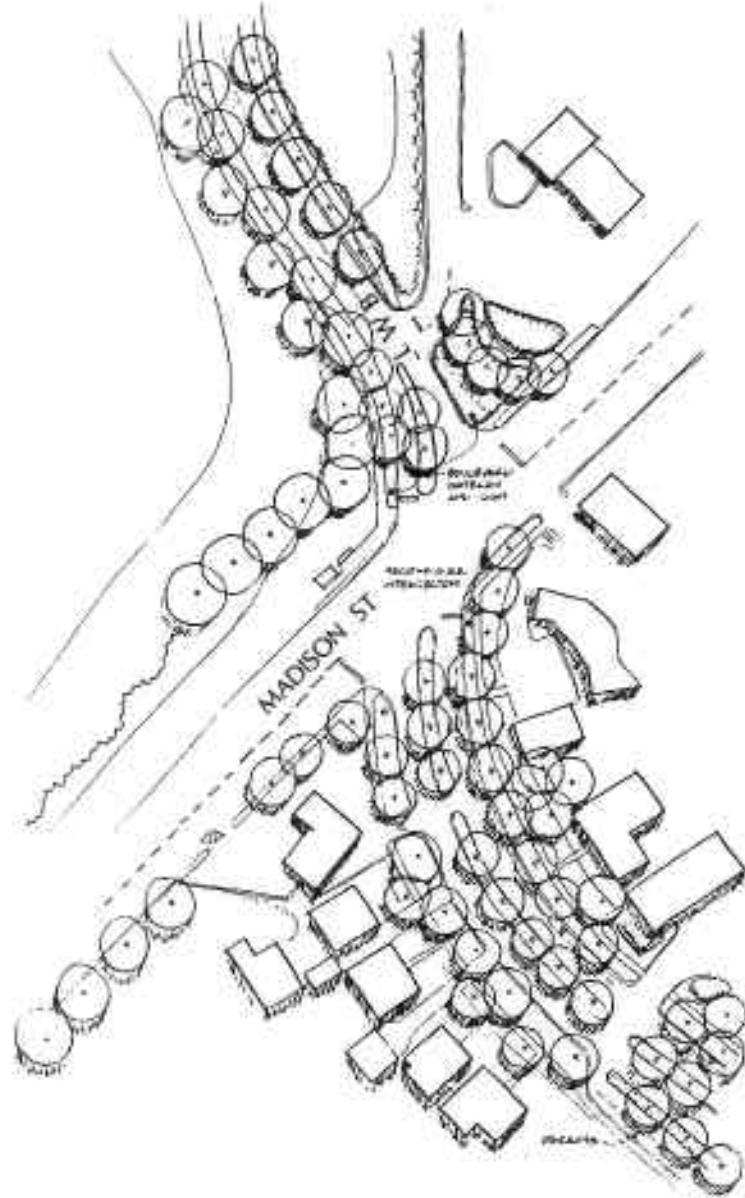
The last intersection, at S. Adams St., illustrates restoration of scarce flat parkland along the lake shore. Parking is relocated along the west side of the Boulevard, while the existing lot is reclaimed as a picnic area and viewpoint.



Special Area Intersection Analysis Areas
Figure 45



EXISTING CONDITIONS



PROPOSED DESIGN



BUILT ELEMENTS



NATURAL ELEMENTS

LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

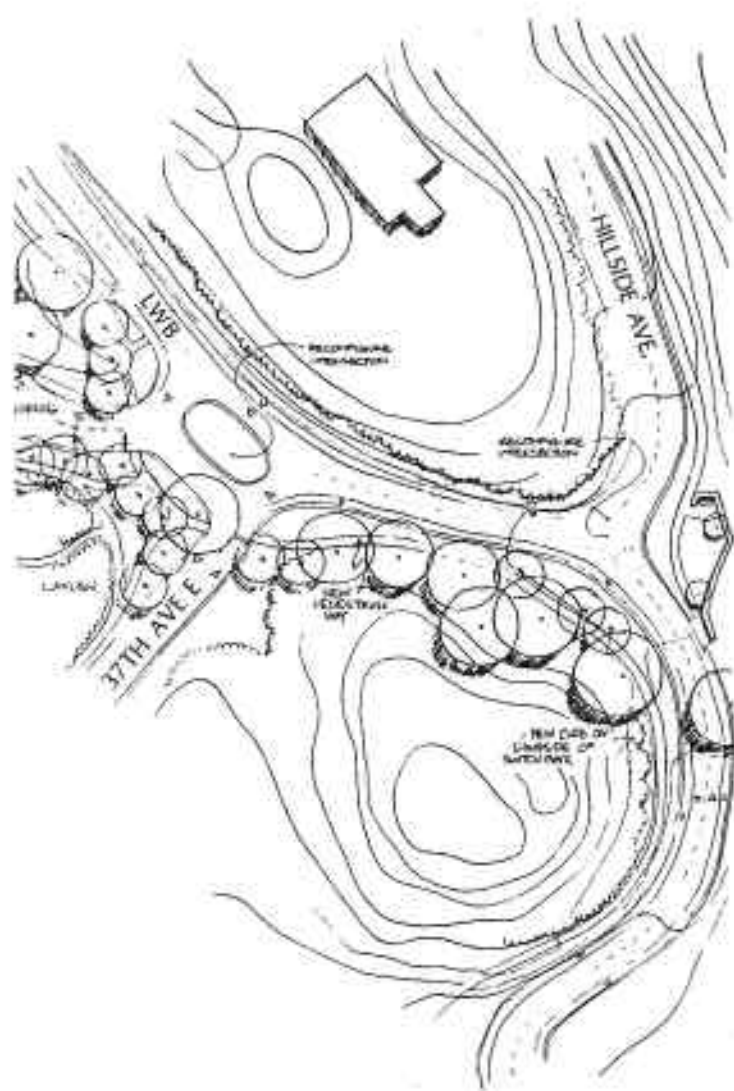
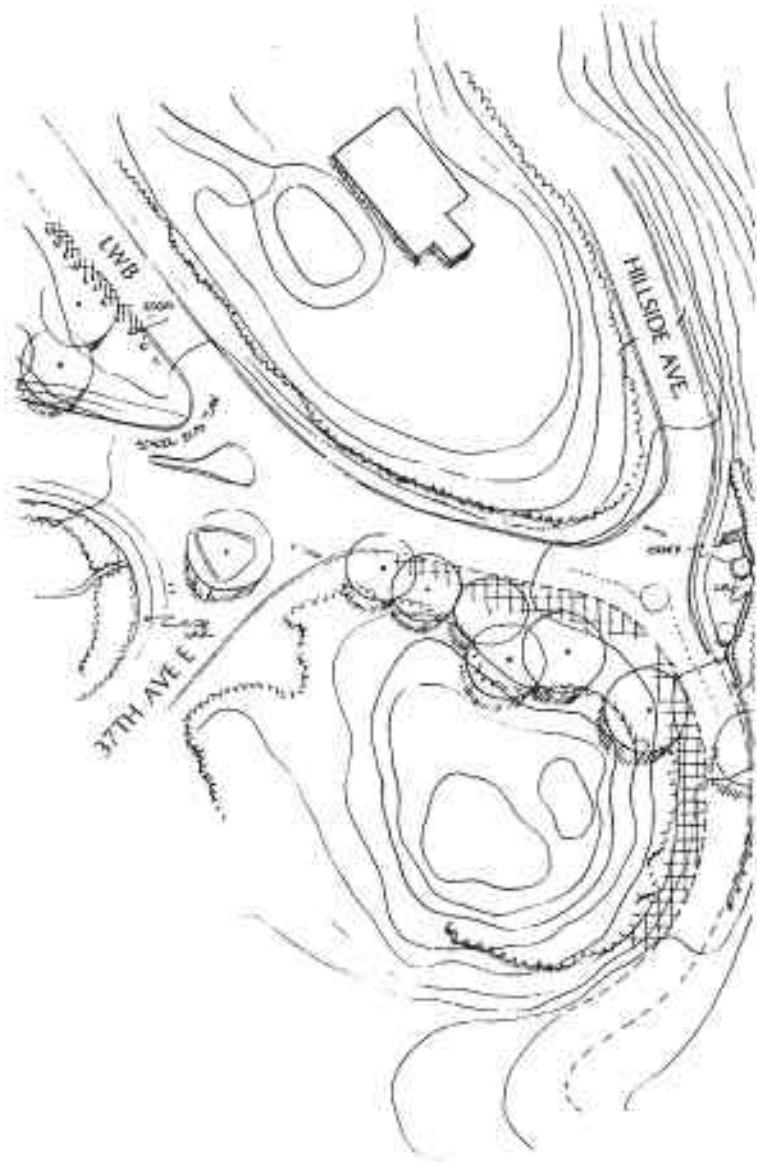
WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB at EAST MADISON STREET

SPECIAL AREA INTERSECTION ANALYSIS

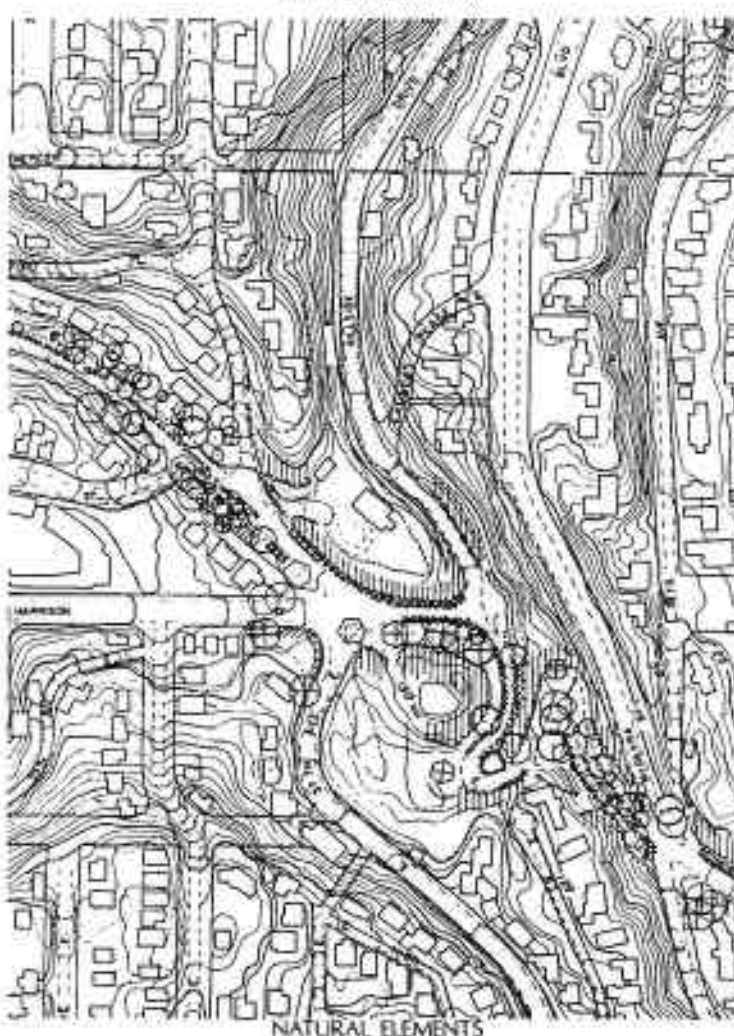
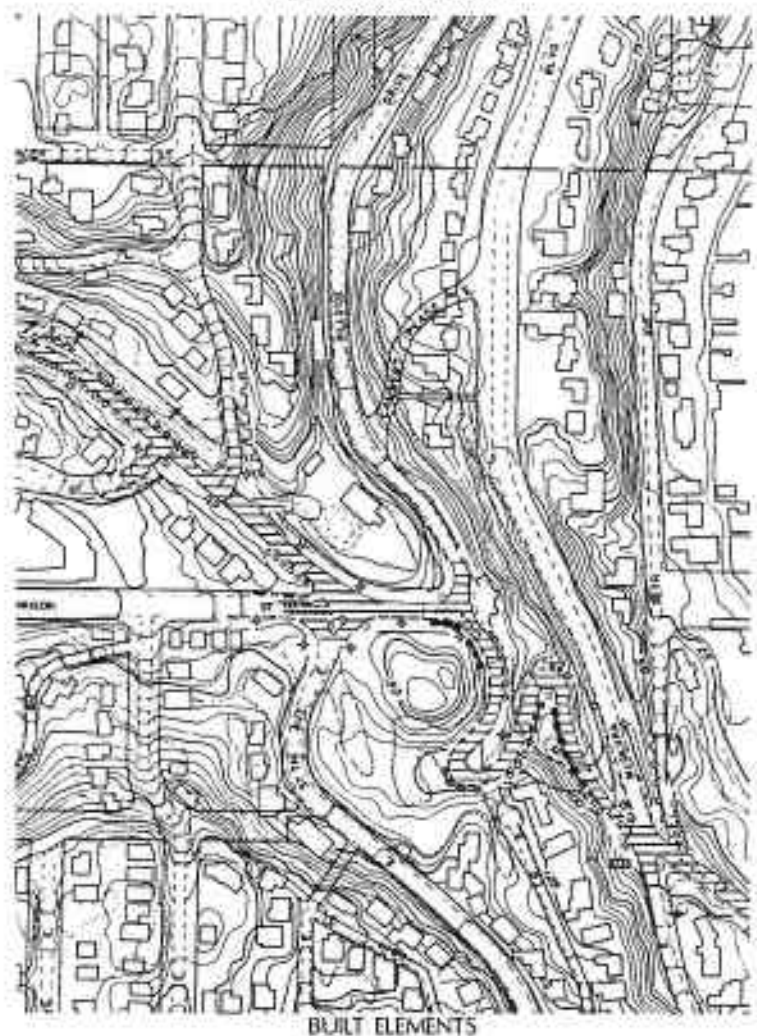
SCALE : 1" = 30'
1" = 30' WITH DIM. IS 1/8" = 1'

Figure 46



EXISTING CONDITIONS

PROPOSED DESIGN



LAKE • WASHINGTON • BOULEVARD

1903 • 1909

DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE

1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB at HILLSIDE DRIVE EAST

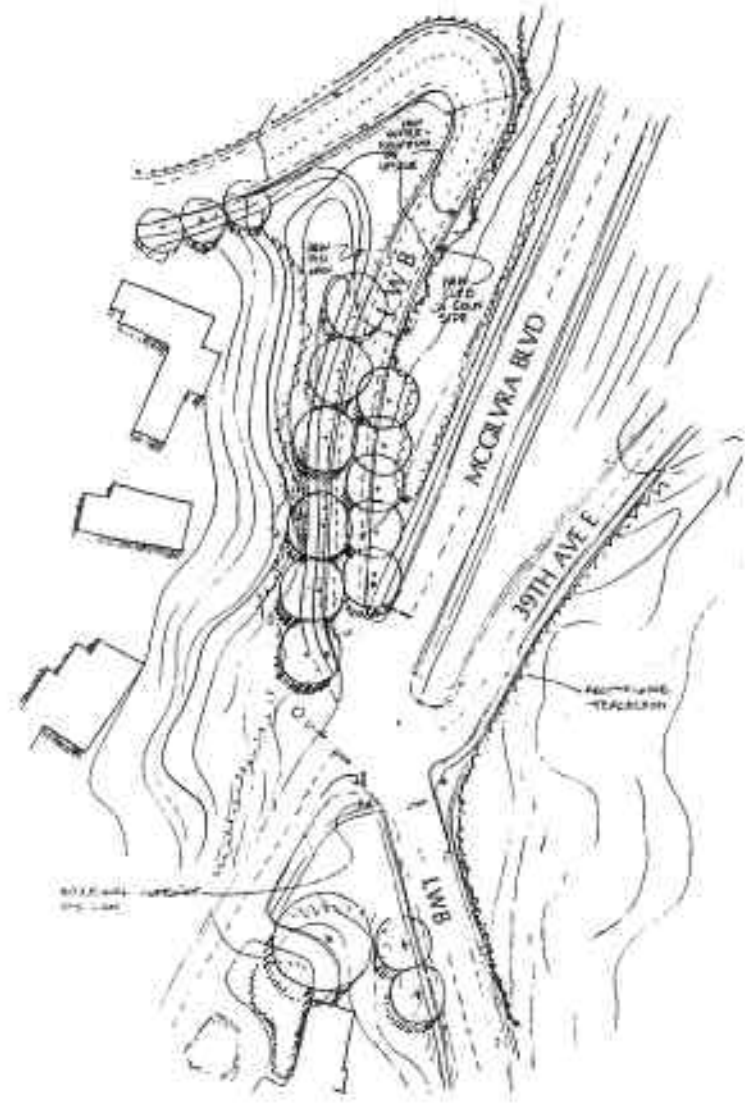
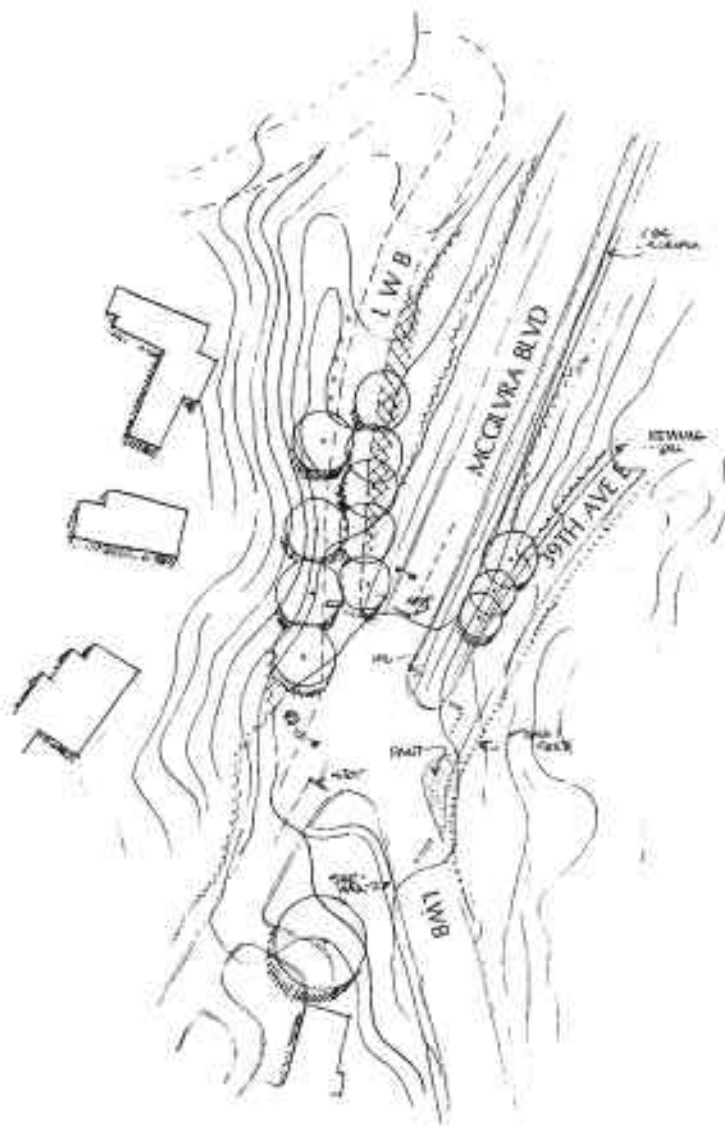
SPECIAL AREA INTERSECTION ANALYSIS



SCALE : 1" = 30'
1" = 30' WHEN DWG. IS TYPED

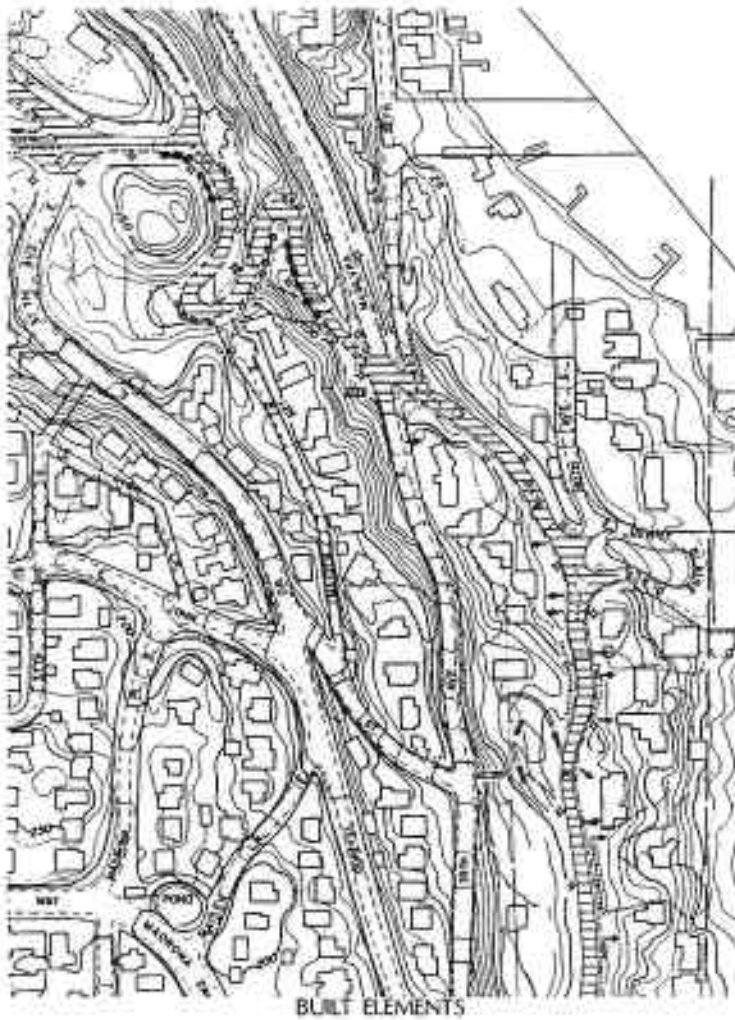


Figure 47

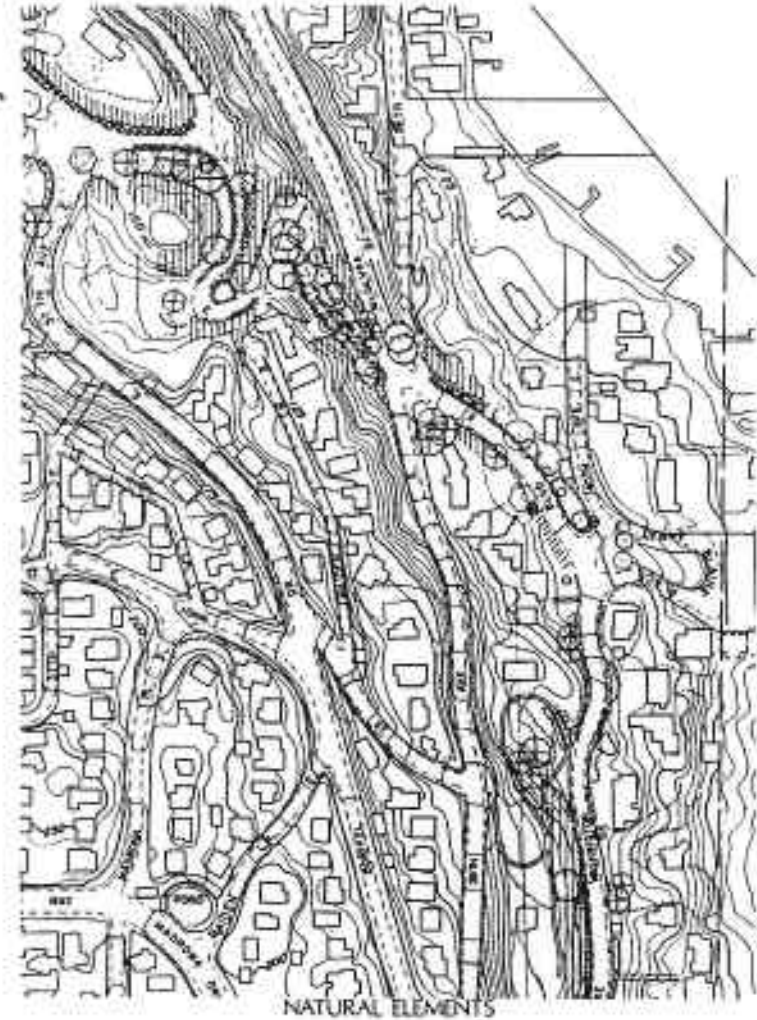


EXISTING CONDITIONS

PROPOSED DESIGN



BUILT ELEMENTS



NATURAL ELEMENTS

LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

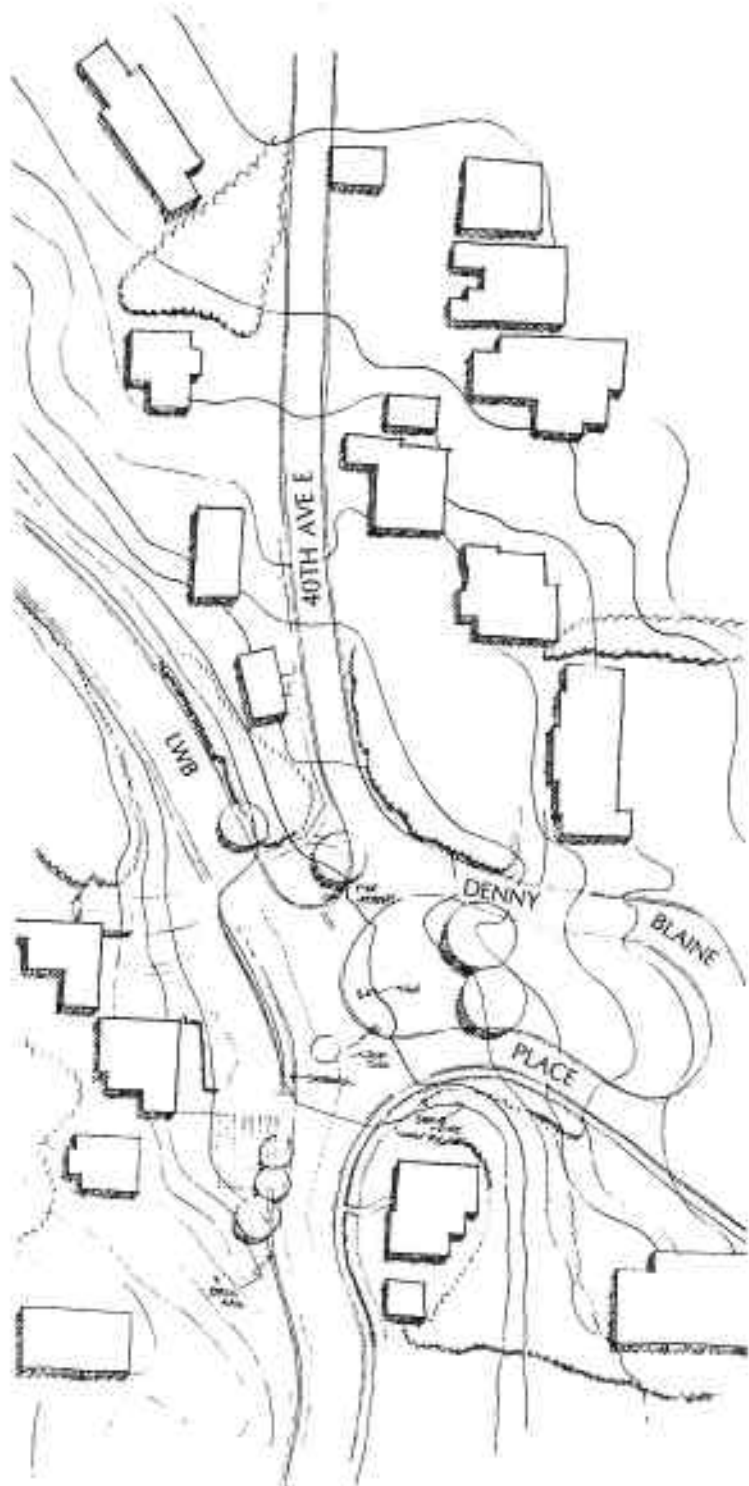
LWB at MCGILVRA BOULEVARD EAST

SPECIAL AREA INTERSECTION ANALYSIS

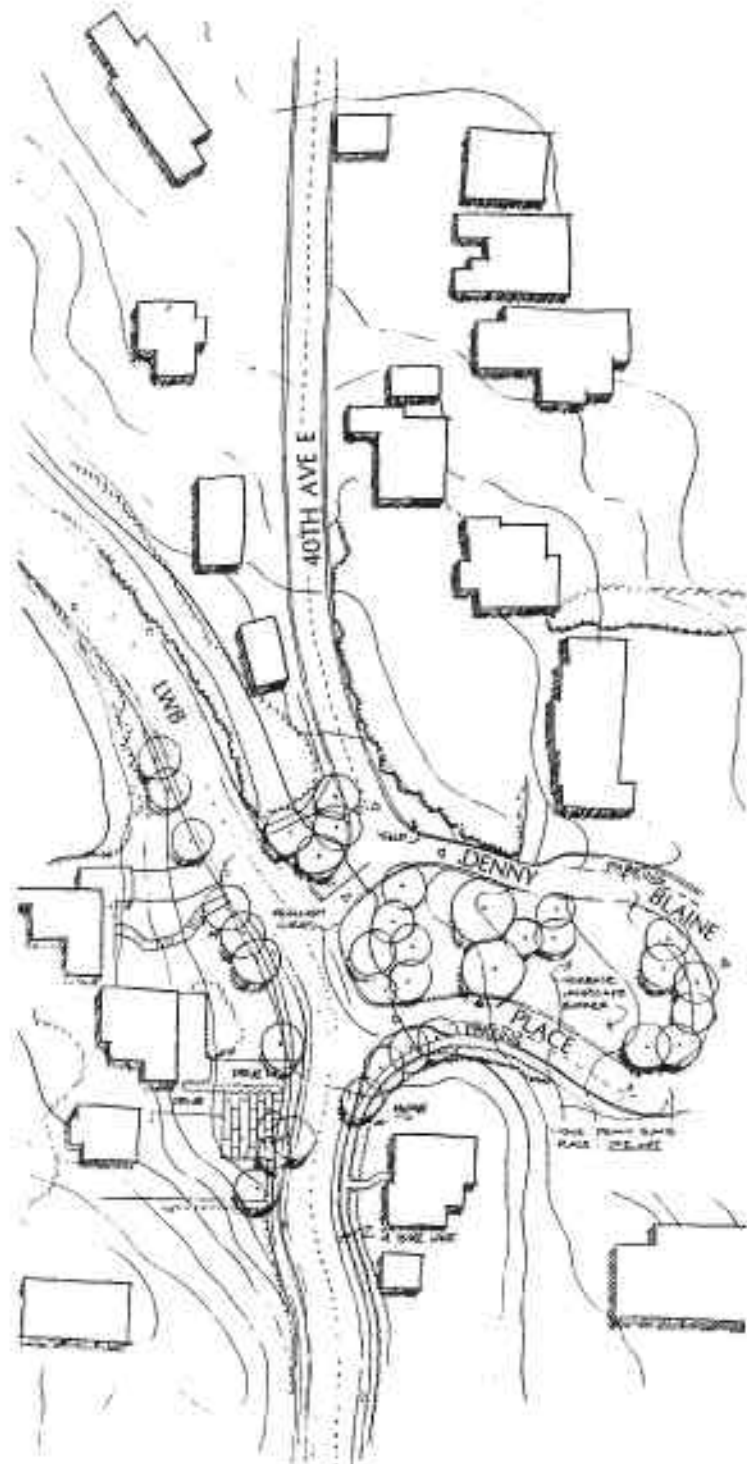
SCALE : 1" = 30'

1" = 30' (1:3600) (1:3600)

Figure 48



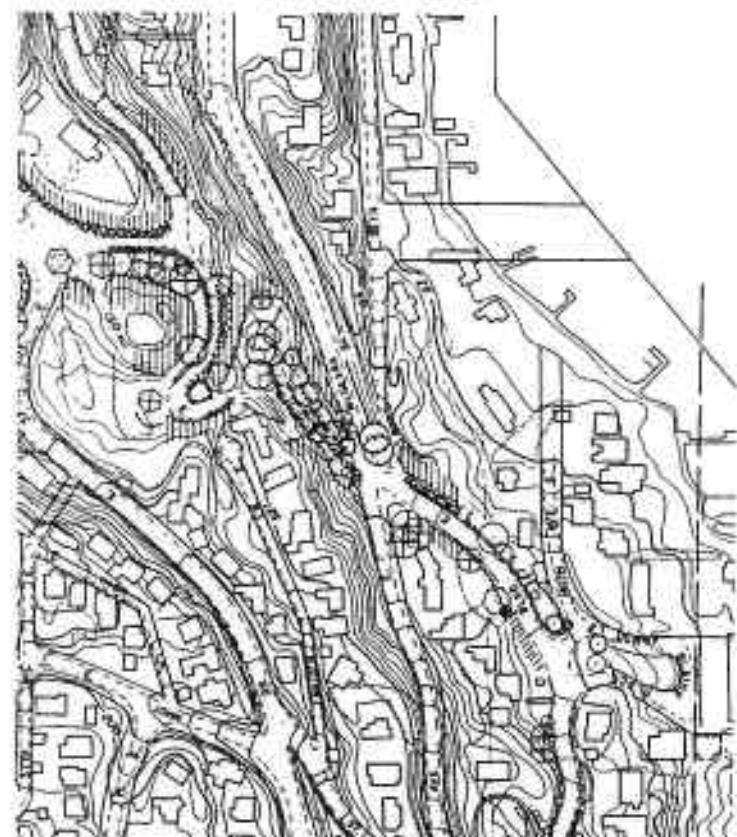
EXISTING CONDITIONS



PROPOSED DESIGN



BUILT ELEMENTS



NATURAL ELEMENTS

LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

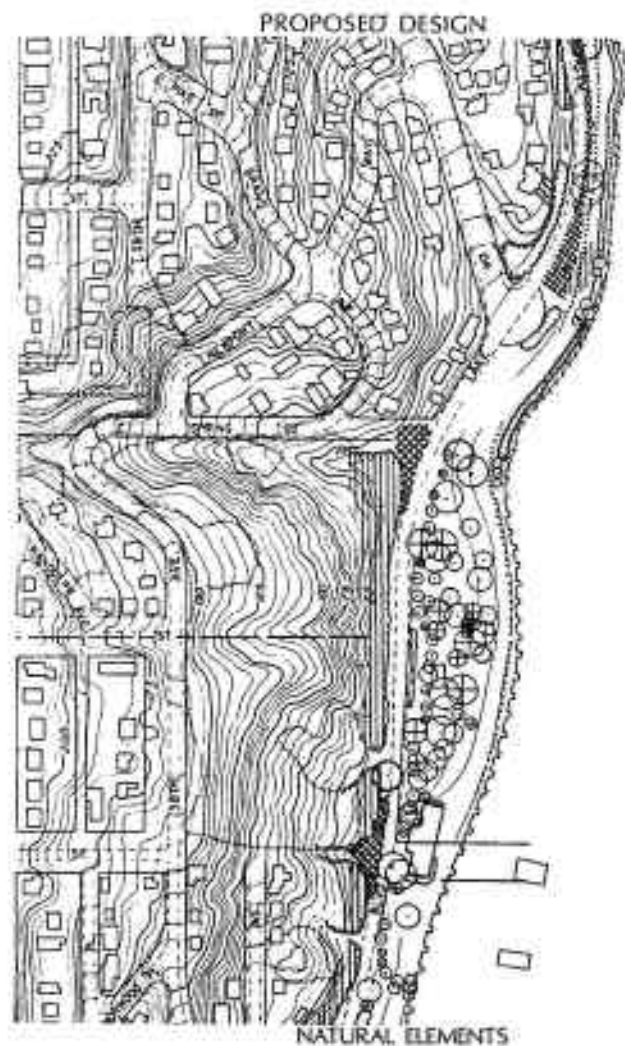
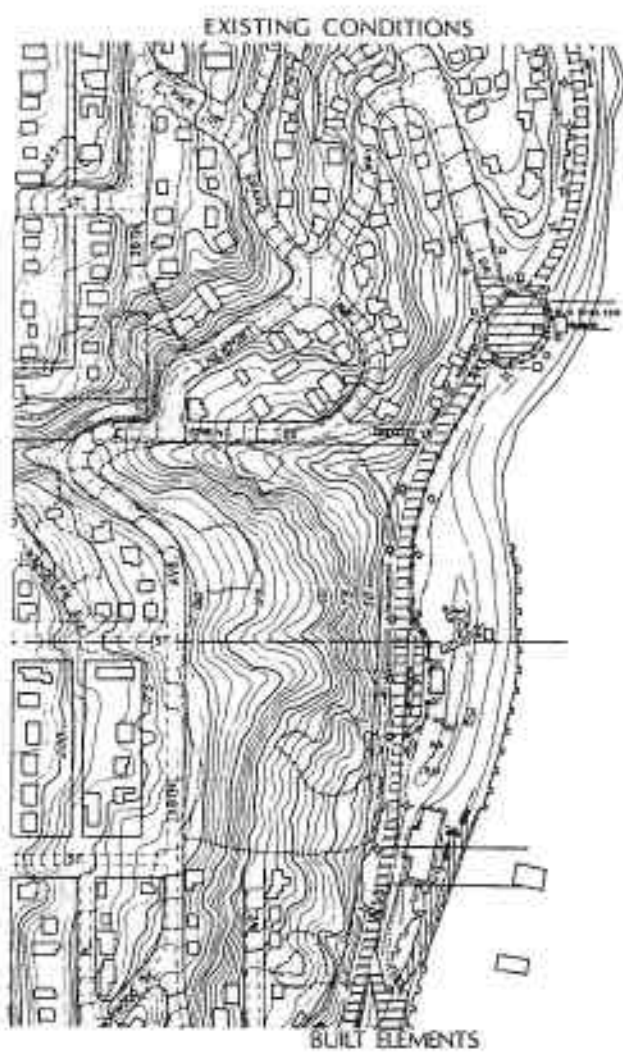
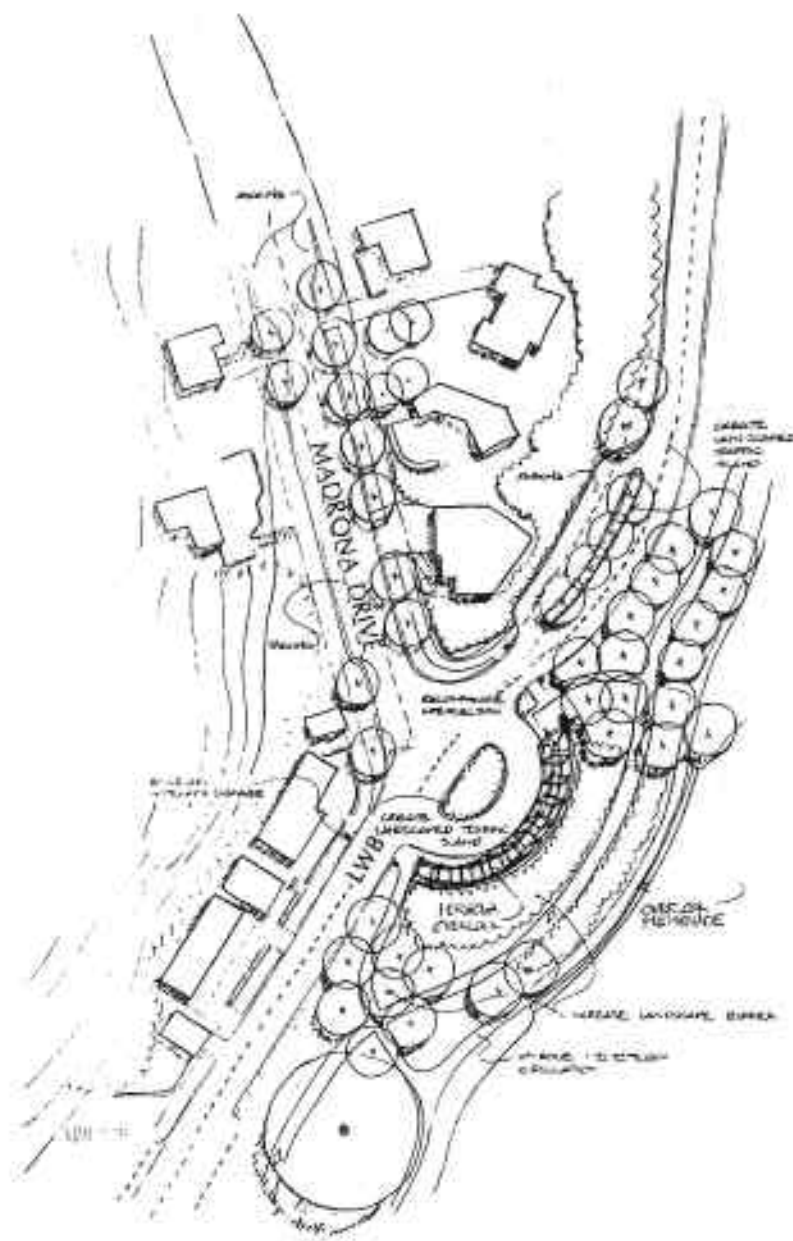
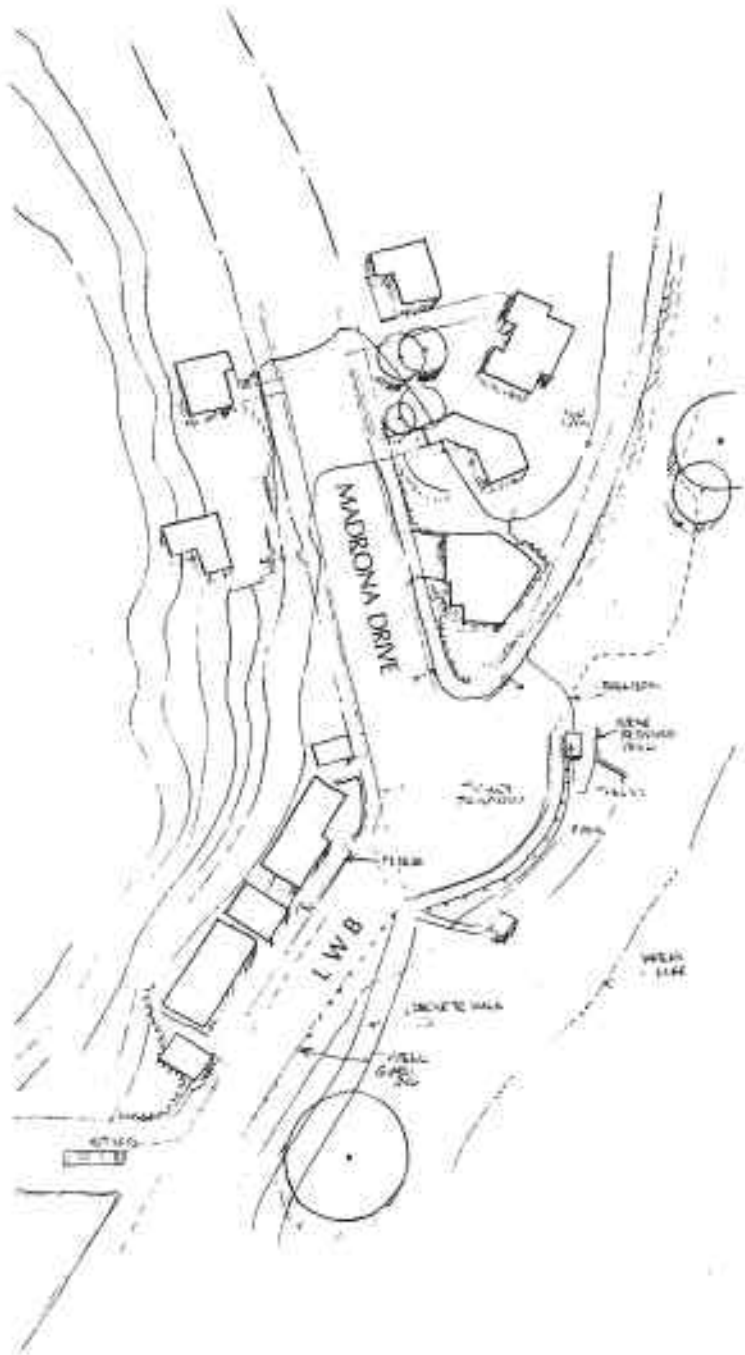
EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB at DENNY BLAINE PLACE
SPECIAL AREA INTERSECTION ANALYSIS

SCALE : 1" = 30'-0"

Figure 49



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

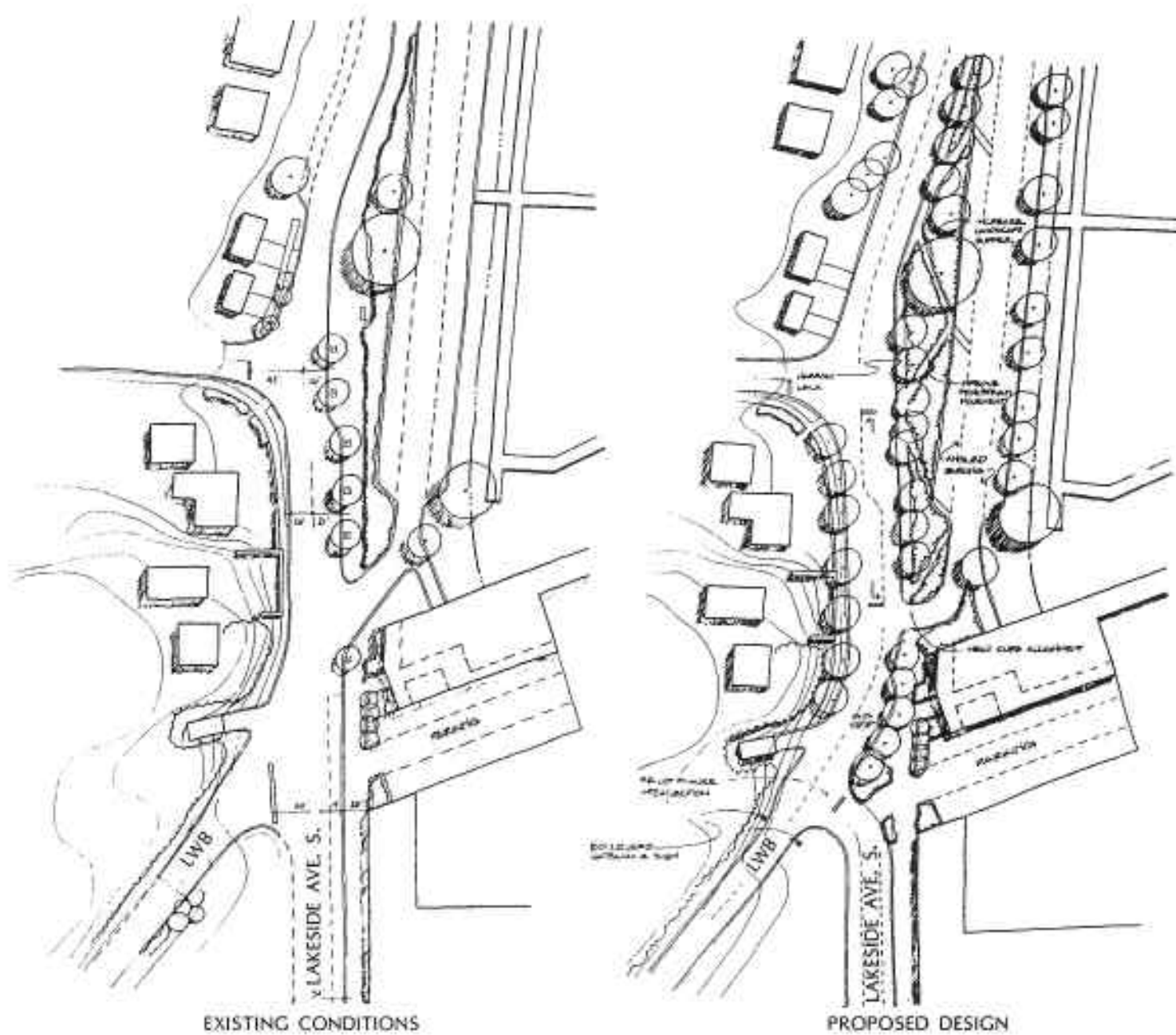
EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB at MADRONA DRIVE
SPECIAL AREA INTERSECTION ANALYSIS.

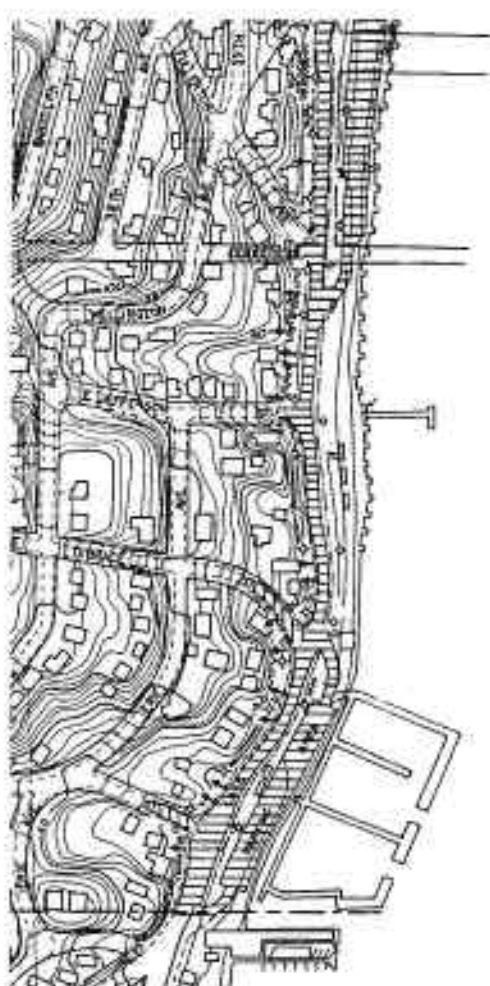
SCALE : 1" = 30'
1" = 30' MEAN DIM. IS 11" MAX

Figure 50

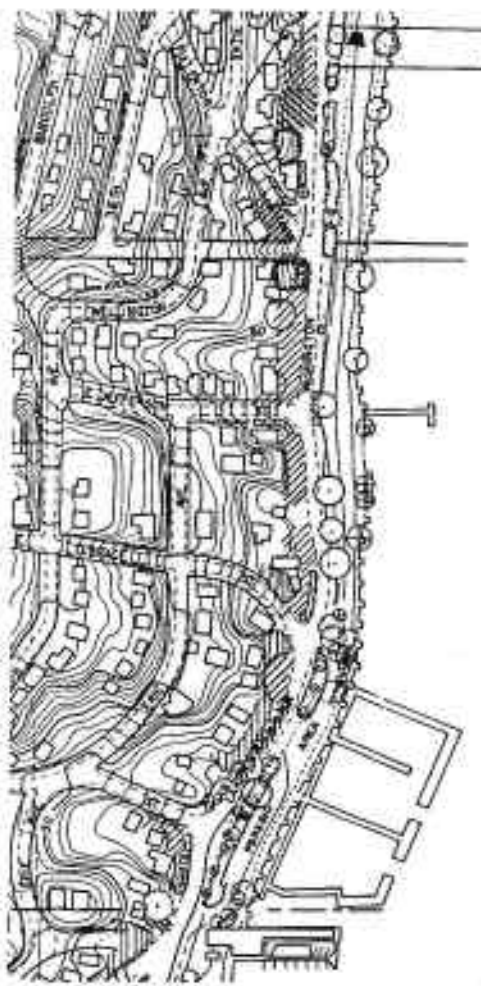


EXISTING CONDITIONS

PROPOSED DESIGN



BUILT ELEMENTS



NATURAL ELEMENTS

LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

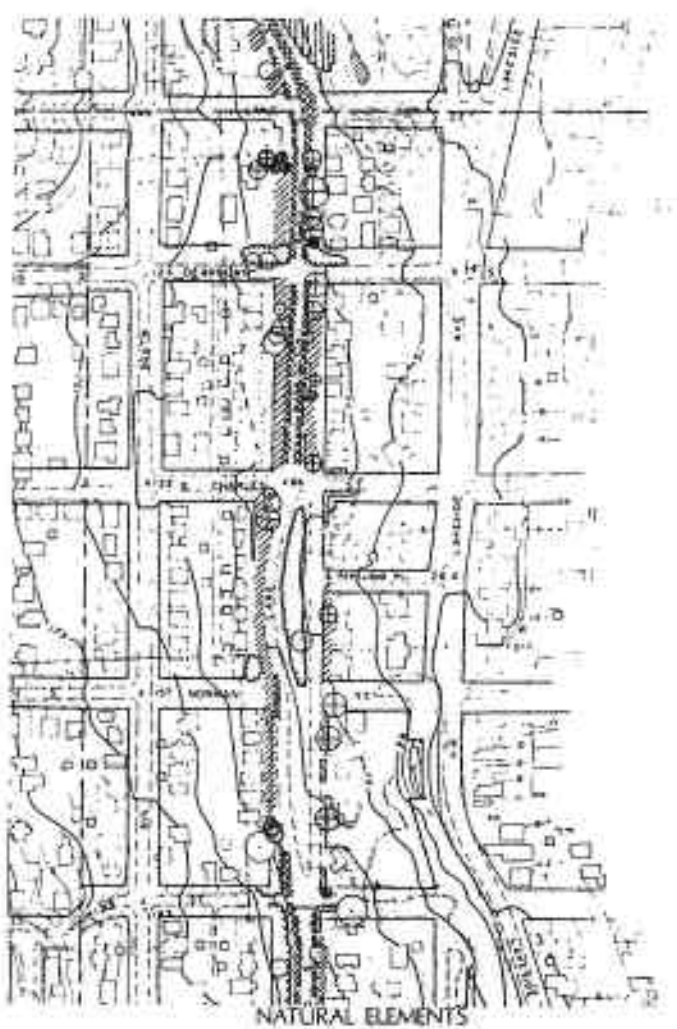
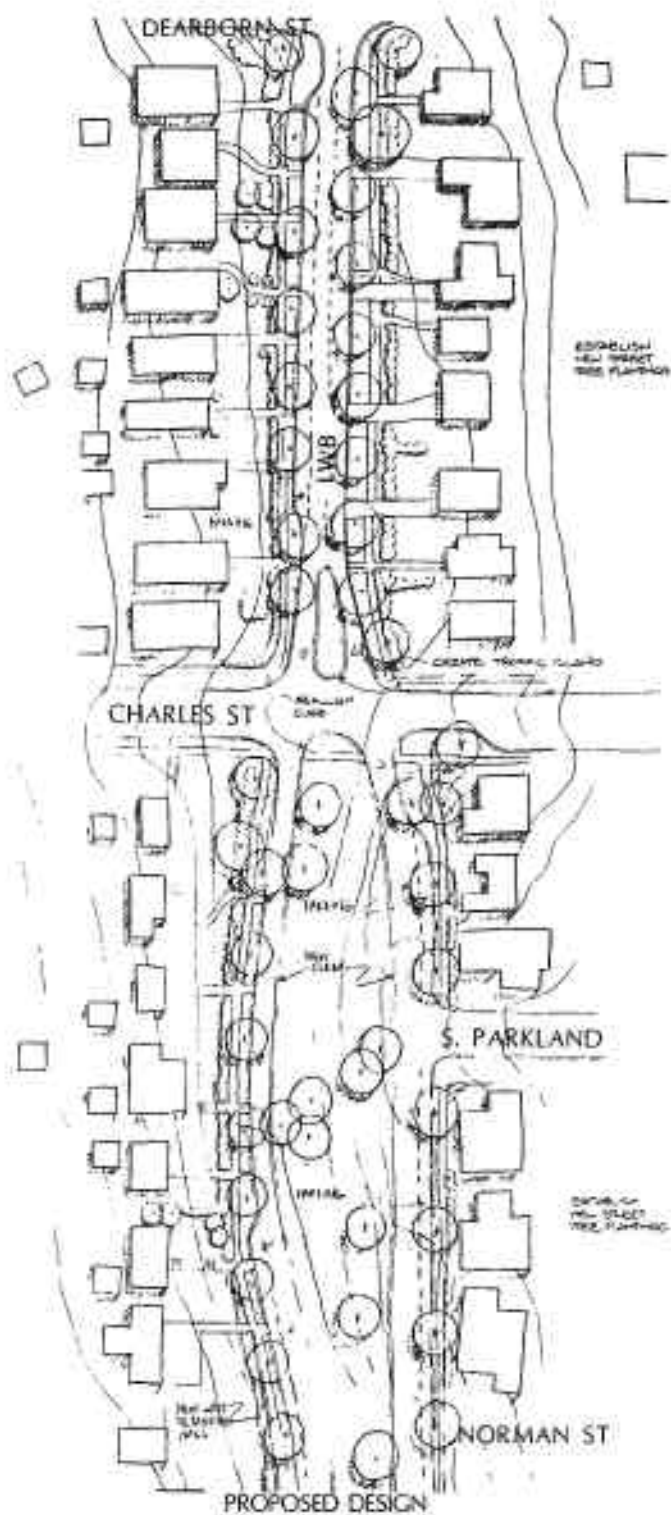
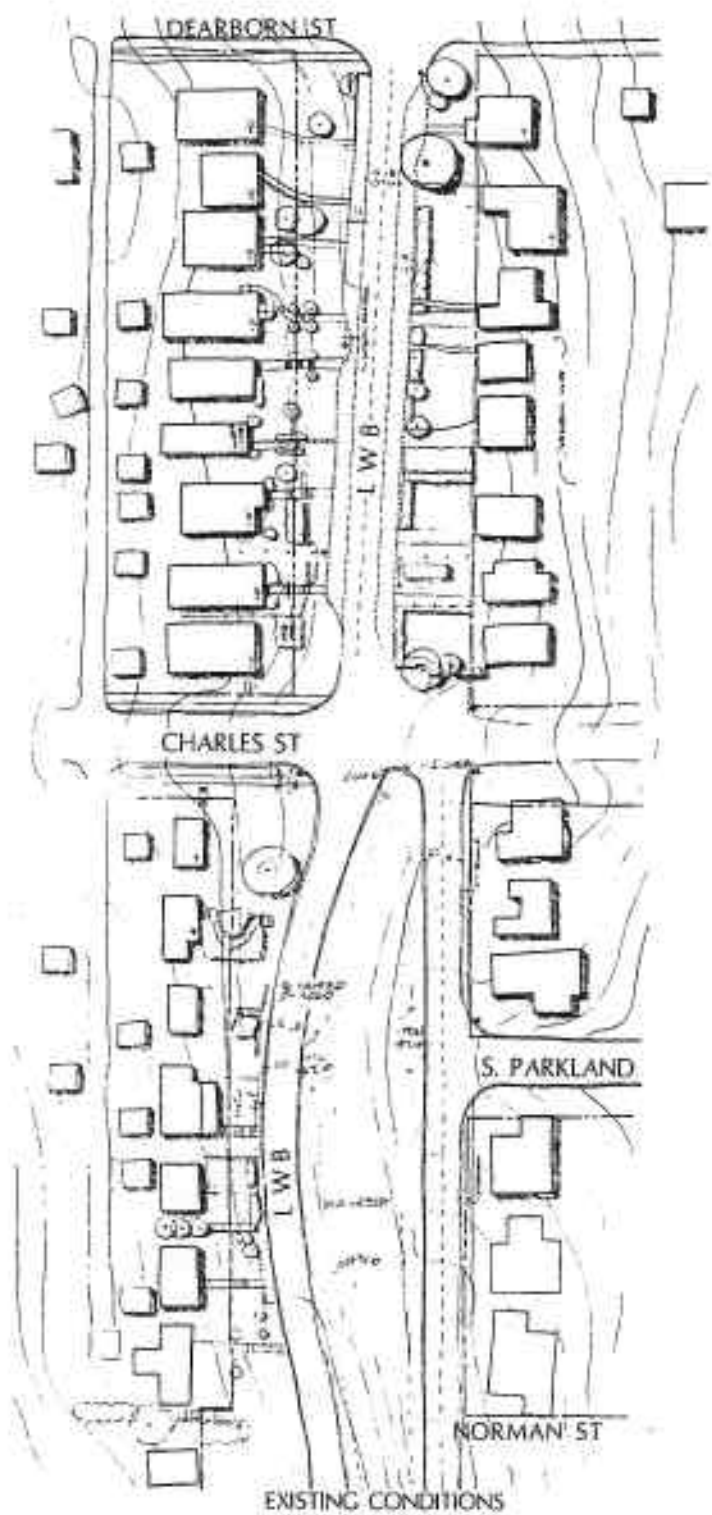
EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 463 Broadway New York, New York

LWB at LAKESIDE AVENUE SOUTH
SPECIAL AREA INTERSECTION ANALYSIS

SCALE : 1" = 30'
1" = 30' WITH OVER, IS 30' x 30'

Figure 51



LAKE • WASHINGTON • BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

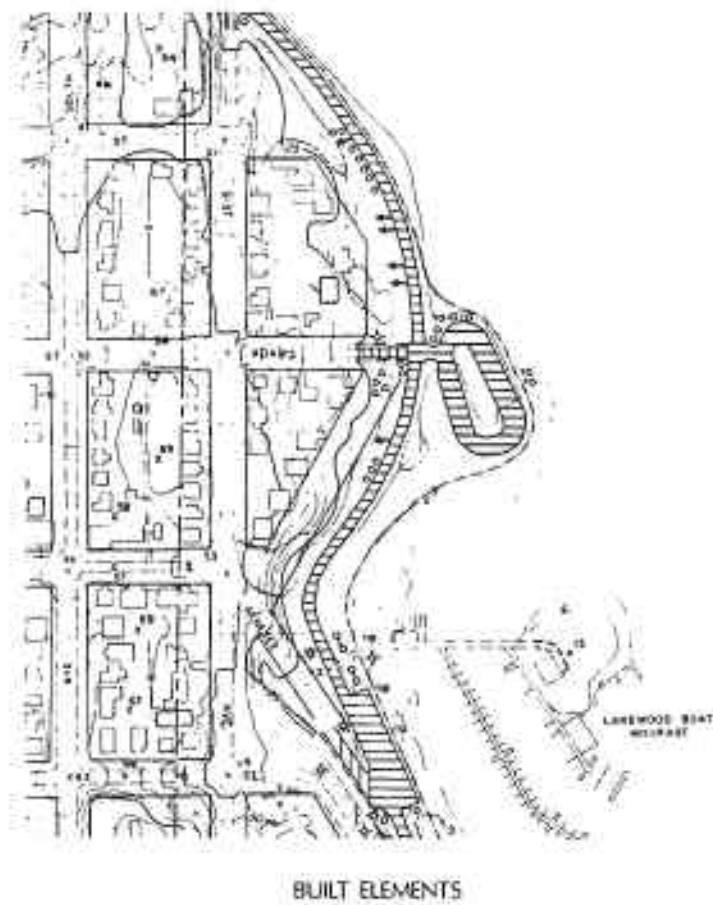
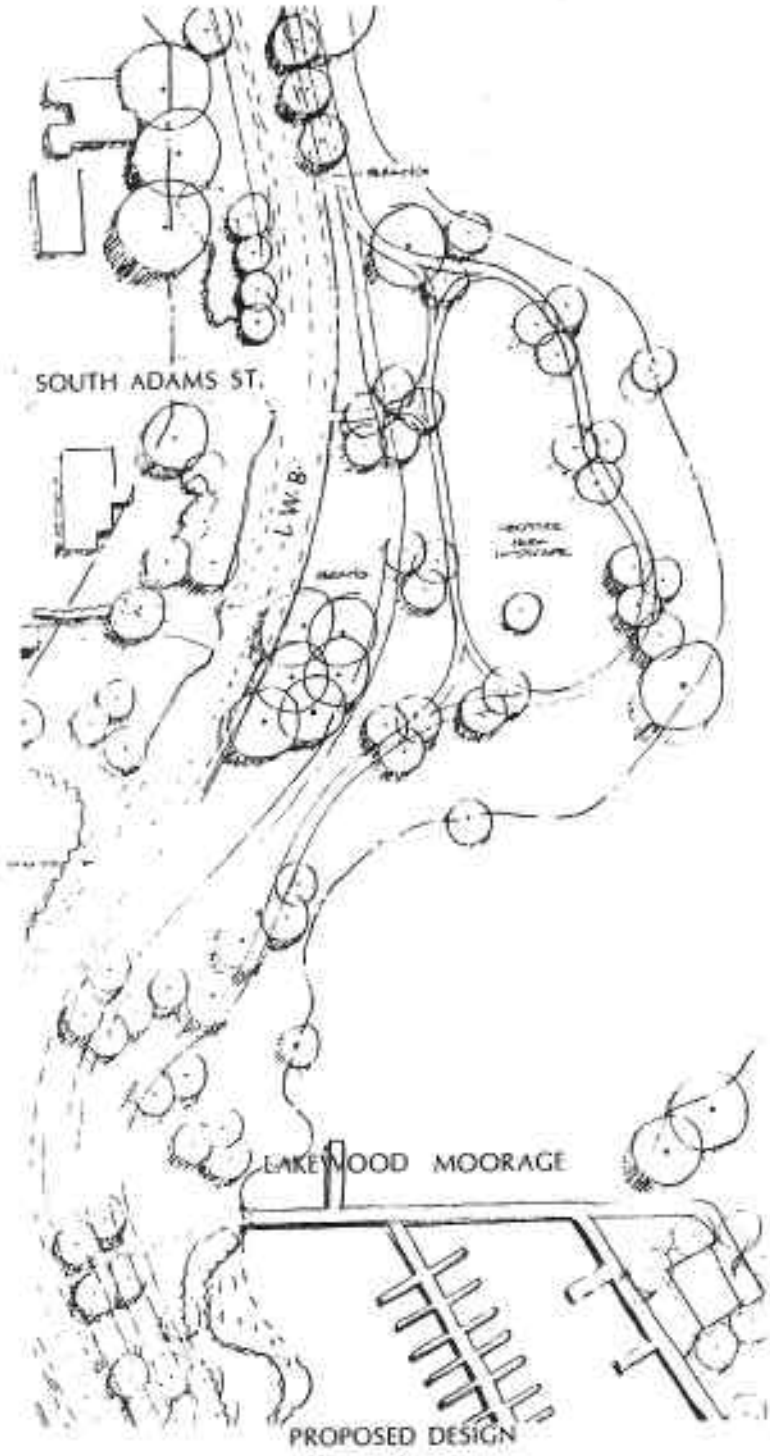
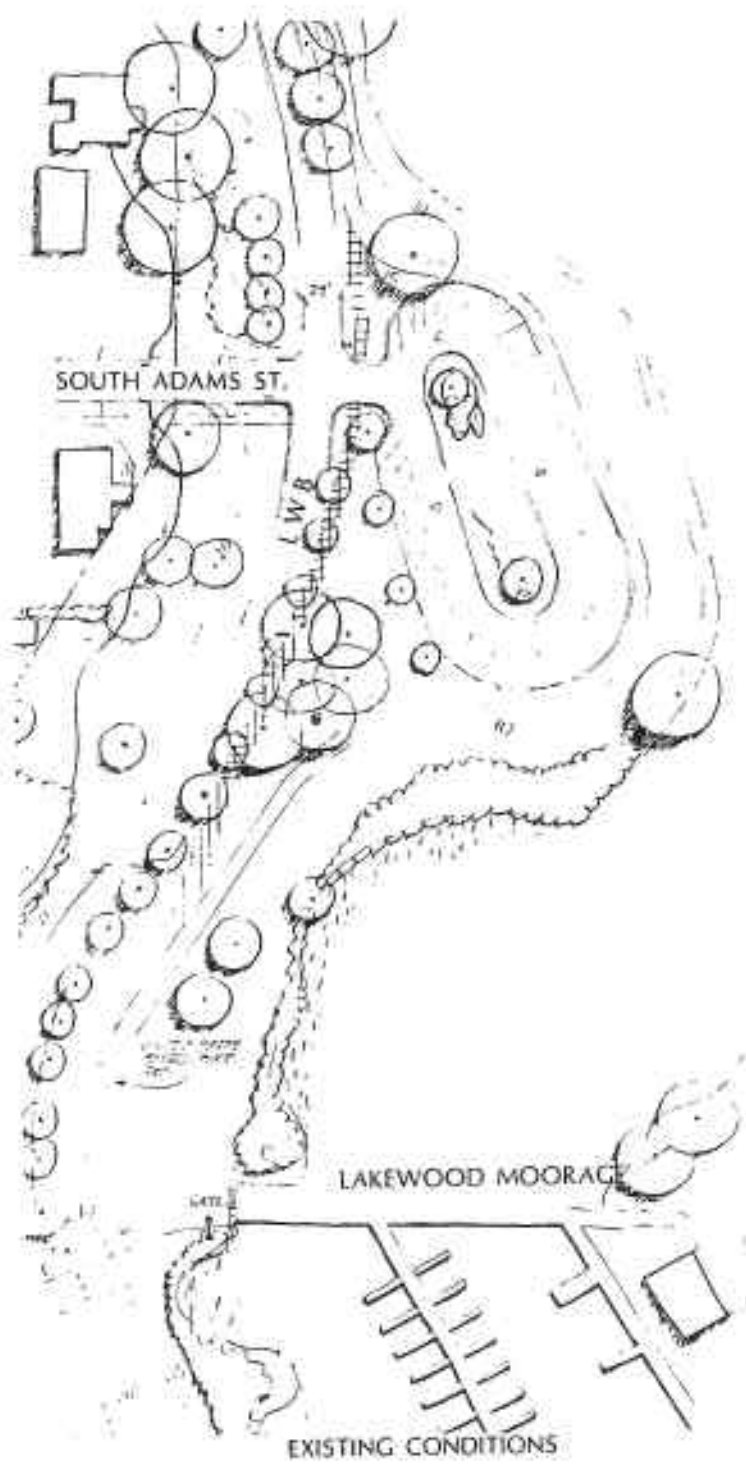
EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB UPPER BOULEVARD between
DEARBORN and NORMAN STREETS
SPECIAL AREA INTERSECTION ANALYSIS

SCALE : 1" = 30'
1" = 10' WITH DWS. IS 10' MAX

Figure 52



LAKE ■ WASHINGTON ■ BOULEVARD

1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986

EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington

WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

LWB at SOUTH ADAMS STREET
SPECIAL AREA INTERSECTION ANALYSIS

SCALE : 1" = 30'
1" = 10' WHEN DWT. IS 10" DIA"

Figure 53



LAKE ■ WASHINGTON ■ BOULEVARD
 LONG RANGE GUIDELINES
 AND
 DESIGN IMPROVEMENT PROGRAM

Long Range Guidelines And Design Improvement Program

The Long Range Guidelines and Design Improvement Program for Lake Washington Boulevard serves the diverse needs of Seattle's citizens, while restoring much of the original character envisioned by the Olmsted brothers. The recommendations include three inter-related sections: Project Goals, Design Guidelines, and Design Program. Accompanying the design program is the Estimate of Probable Construction Costs, and the approved DOPAR design program for the Seattle 1-2-3 Bond Issue Projects. Each is described below.



Mt. Baker Waterfront

Project Goals

The Long-Range Guidelines for Lake Washington Boulevard address six goals:

Restore the Boulevard to an Olmsted character.

Establish visual and landscape continuity through the major intersections and character areas.

Identify and define the Boulevard property lines.

Deemphasize the Boulevard's role as a traffic arterial.

Identify specific areas requiring roadway repair, realignment, addition of curb and gutters, or parking areas.

Evaluate bridges, pedestrian overpasses, and guardrails requiring repair or replacement.



Mt. Baker Park

Design Guidelines

The Design Guidelines address six major elements. They are: park and property management, scenic character; landscape restoration; drive; walks and paths; and structures, furnishings and materials. The key issues, objectives, and recommendations for each element are summarized below.

Park and Property Management

Property line definition and encroachment on public land is a pervasive problem that embodies legal, political and neighborhood issues.

OBJECTIVES

Reduce number of new private drive access points along the Boulevard.

Limit private activities and uses inconsistent with a park boulevard.

Reduce existing property encroachment and define public ownership.

RECOMMENDATIONS

Require the Department of Construction and Land Use to secure DOPAR approval prior to approving any short plat or building permit application for land adjacent to the Boulevard.

Establish permitting process for all private use or access across Boulevard property.

Complete property line survey and notify adjacent property owners of their use of public property.

Investigate user fees.

Establish level of use appropriate for each of three landscape character area types.

Scenic Character

At various points along the length of Lake Washington Boulevard, there are definable areas which provide a natural introduction to sequential sections of the Boulevard which have either an homogeneous character, a particular historic importance, or a distinction that should be emphasized in some manner. Major traffic arterials and adjacent commercial development disrupt the continuity of the Boulevard at several locations. In other areas, ornamental planting and maintenance activities have altered the original design intent.

OBJECTIVES

Identify key points of emphasis along Boulevard.

Achieve consistency in visual elements for each landscape character type.

Establish Boulevard as uninterrupted sequence of experiences.

Recapture views lost to underbrush growth.

Establish vistas with focal terminus.

RECOMMENDATIONS

Designate all landscapes within Boulevard boundaries as either Residential, Lake Shore, or Park or Forest.

Adopt design guidelines appropriate to each type.

Develop maintenance standards appropriate to each landscape type.

Establish "no growth" zones for vistas and viewpoints.

Landscape Restoration

The comparison of the historical intent for landscape treatment and current conditions indicates an incomplete Residential Boulevard landscape, and a formal Park and Forest and Lake Shore parkway landscape never envisioned by the Olmsted Brothers.

OBJECTIVES

Reduce maintenance

Reduce monocultures

Develop planting concepts consistent with the Olmsted Brothers design intent.

RECOMMENDATIONS

Use groundcover other than grass in areas of low use.

Emphasize natural shoreline areas.

Plant where existing views will be least obstructed.

Develop formal planting along Residential Boulevard.

Begin early propagation program.

Along Park/Forest and Lake Shore parkways, plant indigenous species, let mature formal planting fade, move immature formal plantings to less regular spacing, and restrain from planting flowering trees/exotics.



Colman Park

Drive

The Olmsted Brothers were disappointed "to see that the lines of the drives were in many cases conspicuously stiff, consisting of a succession of simple radial curves and straight lines." Then, as now, "It is not too late as yet to complete the construction of drives with more regard for gracefulness in curvature and grade." Where curb and gutters are missing, it is possible and desirable to realign straight tangents, create a uniform pavement width, and define parking locations.

OBJECTIVES

Develop graceful curving roadway alignment.

Provide consistent width and surface material in good condition.

Reduce pavement edge deterioration, ground compaction, vegetation destruction.

Remove standing water from road shoulder.

Provide consistent treatment for guardrail and traffic control.

Develop parking policy for each landscape character area.



Mt. Baker Waterfront

RECOMMENDATIONS

Realign straight lines to a series of graceful curves where curb and gutters have not permanently defined roadway.

Coordinate DOPAR improvements with SED repaving program.

Replace guardrail and bollards with consistent stone bollard or landscape berm.

Screen off-street parking lots through grading and planting.

Prohibit new off-street parking lots on the lake shore side of the Boulevard.

In coordination with the SED repaving program, provide curb and gutters or stone/concrete swale where not presently existing and replace all condition 4 curbs as identified in inventory section. Provide catch basins and subsurface drainage in areas where new curbs are installed.

Limit on-street parallel parking, provide one space per household, for those homes without potential for off-street parking.

Enforce no-parking zones.

Close Highway 520/Arboretum ramps.

Remove SED's arterial designation for the Boulevard.

Post and enforce 25 m.p.h. speed limit.

Walks and Paths

The system of walks and pathways is discontinuous. Portions of what does exist needs repair. Bicyclists share the road with automobile traffic, or share recreational paths with pedestrians. Narrow pavement width, steep grades, and poor sight distance create bike/auto conflicts at two key points. Footpaths parallel much of the shoreline.

OBJECTIVES

Accommodate different pedestrian activities, i.e. joggers and strollers.

Provide shared recreational path for pedestrians and bicyclists.

Mitigate key areas of bicycle/automobile conflicts.



Dose Terrace Stairs

RECOMMENDATIONS

Where possible (due to r.o.w. and grade conditions), provide separate paths for strollers and joggers. Generally, provide gravel/cinder path closer to road for joggers and bituminous/concrete path for strollers closer to water edge. Make material and detailing consistent throughout system. Provide for handicap access for strolling path.

Provide uniform 25 ft. pavement width along Lake Shore Boulevard to ease bicycle/auto conflicts.

Stripe roadway to provide 14 ft. travel lane on uphill side of roadway.

Structures, Furnishings, and Materials

Structures, furnishings and materials were intended to be unobtrusive and harmonious

with the natural landscape. The as-built condition is far more utilitarian and visually dominant than originally intended.

OBJECTIVES

Lessen visual impact of existing buildings along the lake shore.

Develop guidelines for future construction which are consistent with the scenic character envisioned for each landscape character area.

Identify limits of Boulevard, provide historic information to public, increase continuity of Boulevard image.

Provide consistent lighting units for continuity of Boulevard image.

RECOMMENDATIONS

Screen with vegetation or grading visually obtrusive buildings along the lake shore.

Require renovation of existing structures, walls, stairways, and bridges to be harmonious with natural landscape, not dominant or cified. They should be picturesque, visually recessive, carefully sited, rustic wood or rough, dark concrete, and curving alignment.

Select lighting fixture type for Boulevard. As existing lighting deteriorates, replace units with new type of luminaire and standard.

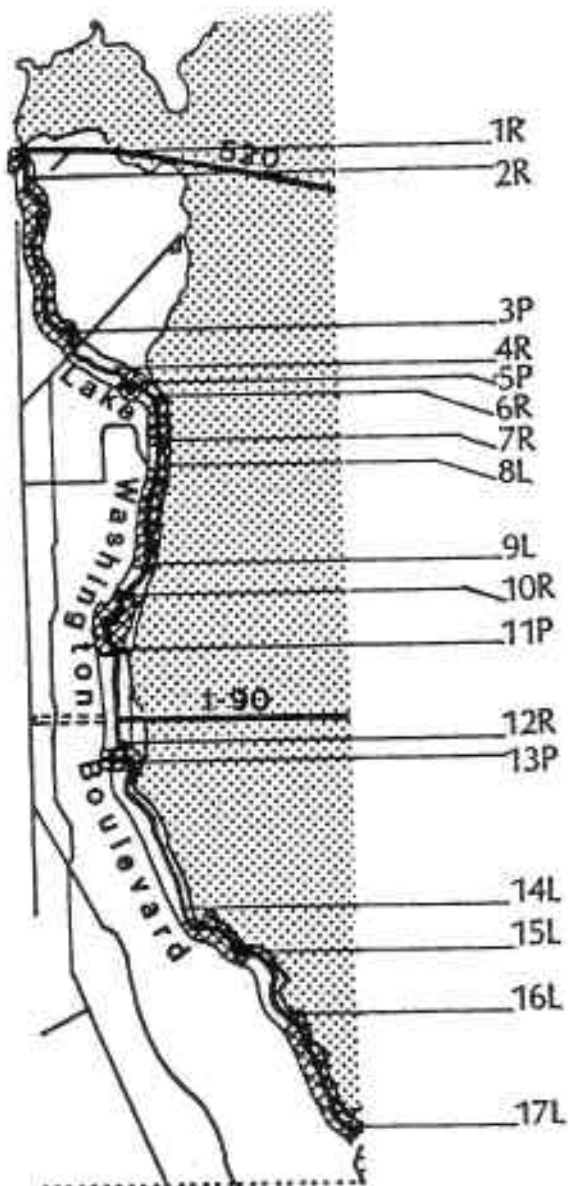
Provide signs at crucial junctions along Boulevard. Identify north and south termini. At middle points, i.e. both intersections with Lakeside Ave. S. and intersection with E. Madison St., provide similar "gateway" structures to identify Boulevard. Develop historic narrative and sign system.

Design Program

The prime objective of this project is to improve, repair and restore Lake Washington Boulevard in a manner that is both complementary to the original Olmsted design and consistent with the needs of the various communities and the contemporary uses of the Boulevard.

Project Sub-Areas

For each of the seventeen landscape sub-areas, objectives, and recommendations are identified to implement the prime objective.



Landscape Sub-areas
Figure 54

1R - Montlake - 520 Canyon

OBJECTIVES

- Identify beginning of Lake Washington Boulevard.
- Mitigate impact of Highway 520.
- Control on-street parking.
- Complete pedestrian walk system.

RECOMMENDATIONS

- Provide Boulevard "gateway" and appropriate signs at the Boulevard's beginning at Montlake Blvd. E. Indicate historic significance. Provide landscape treatment.
- Enhance landscape buffer along Highway 520 Canyon.

Eliminate on-street parking.

Install pedestrian walk along north side of Boulevard.

2R - Montlake - Arboretum

OBJECTIVES

- Restore Boulevard continuity between Montlake area and Arboretum.
- Control on-street parking.
- Lessen impact of Highway 520 Arboretum ramps.

RECOMMENDATIONS

- Encourage Seattle City Council to endorse WSDOT plans for a bicycle bypass utilizing an abandoned Highway 520 ramp.
- Demolish unnecessary ramps.
- Reduce pavement to absolute minimum to accomplish movement needs.
- Establish curbs.
- Develop off-street parking lot for Arboretum users.
- Reduce signs to minimum.
- Provide planting to reduce visual impact of ramps and establish Boulevard continuity.
- Provide for pedestrians/bicyclists.
- Provide Arboretum gateway at Conifer Meadow.
- Redesign horizontal and vertical road alignment as graceful curves.
- Redesign intersections at 26th Ave. E. and E. Foster Island Rd.

3P - Washington Park Arboretum

The area internal to the Washington Park Arboretum, while part of the total Boulevard is not assessed in terms of any landscape restoration because it has been the subject of its own original Olmsted Master Plan and Update Implementation.

4R - Harrison Neighborhood

OBJECTIVES

- Reduce impact of commercial development on Boulevard experience.
- Limit pavement area to minimum required for traffic movement.
- Increase Boulevard continuity through intersections with E. Madison St., E. Harrison St., and Hillside Dr. E.

Reduce impact of automobiles on landscape.

Correct drainage problems.

RECOMMENDATIONS

- Plant trees to enhance Boulevard corridor and screen commercial activities at E. Madison St.

Provide/reconfigure new curbs to reduce pavement area and to reduce vehicular compaction.

Eliminate on-street parking.

Provide for pedestrians/bicyclists.

Remove traffic circle at Hillside Dr. E.

Provide planting to reduce "residential" image and enhance "forest image."

5P - Lakeview Park

OBJECTIVES

Reduce pedestrian/bicycle/automobile conflict.

Correct drainage problems.

Reduce impact of automobiles on landscape.

Provide continuity of Boulevard experience, clarify directions at McGilvra Blvd. E. intersection.

RECOMMENDATIONS

Encourage the Seattle City Council to implement the McGilvra Trail Bicycle Bypass to alleviate dangerous travel along the Boulevard between Lakeview Park and Montlake Blvd. E.

Provide swale and bollard improvements in Lakeview Park.

Reconfigure curbs at McGilvra Blvd. E. to reduce pavement and clarify direction of Boulevard. Priority of Boulevard movement should be established over side streets by new curb configuration.

6R - McGilvra Neighborhood

OBJECTIVES

Restore Boulevard continuity.

Complete system of pedestrian walks.

RECOMMENDATIONS

Provide gateway or sign at McGilvra Blvd.

Reduce pavement width to 25 ft.

Provide sidewalk and planting strip along north side of Boulevard.

7R - Denny-Blaine Neighborhood

OBJECTIVES

Provide continuity of Boulevard experience, clarify direction.

Eliminate pedestrian/bike/automobile conflicts.

RECOMMENDATIONS

Widen road at crest of hill (south of Viretta Park) and install retaining wall.

Eliminate traffic circle at Denny-Blaine Park.

Reconfigure curbs to provide landscape area on west side of Boulevard at Denny-Blaine Park.

Provide planting to establish Boulevard corridor similar to adjacent areas.

Provide pedestrian crossing at E. Olive St. stairs.

8L - Madrona Neighborhood

OBJECTIVES

Provide continuity of Boulevard experience.

Reduce visual intrusion of adjacent residences.

Reduce impact of parking.

Celebrate arrival at Lake Washington.

Correct drainage problems at base of slope along west edge of Boulevard.

RECOMMENDATIONS

Provide curbs and gutters.

Establish landscape area on west edge of Boulevard, screening residential development.

Provide off-Boulevard parking with landscape screening.

Locate new plantings to preserve views of Mt. Rainier and Lake Washington.

9L - Madrona Park

OBJECTIVES

Reduce impact of Metro turnaround and associated overhead cables.

Reduce impact of parking.

Reduce impact of recent SED sidewalk installation along west side of Boulevard.

Correct drainage problems at base of slopes along west edge of Boulevard.

Reduce impact of commercial development at Leschi.

RECOMMENDATIONS

Provide curb and gutters to control parking and correct drainage problems.

Reconfigure curbs to establish priority of Boulevard movement at Lakeside Ave. S.

Reduce parking along Boulevard.

Provide planting strip along roadway for tree placement.

Route Boulevard direction to align vistas away from overhead cables at Metro turnaround. Develop overlook and gateway.

10R - Leschi Neighborhood

OBJECTIVES

Halt deterioration of historic Yesler Ave. Bridge.

Complete pedestrian system.

Restore Boulevard continuity.

RECOMMENDATIONS

Repair and patch spalling concrete and exposed rebar within the Yesler Ave. Bridge.

Provide pedestrian link through Leschi Park which bypasses narrow roadway on Lake Washington Blvd.

Develop gateway structure/sign similar to those envisioned elsewhere along the Boulevard.

11P - Frink Park

OBJECTIVES

Provide continuity of Boulevard experience.

Maintain and enhance natural forest character.

Reduce vehicular compaction.

Correct drainage problems.

RECOMMENDATIONS

Redesign intersections at S. Leschi Pl. and S. Jackson St. to return hierarchy to the Boulevard.

Provide landscape buffer to reduce impact of residential development.

Provide swale and bollard to correct drainage problems and reduce vehicular compaction.

Provide paved, off-Boulevard parking at the tennis courts near the Yesler Ave. Bridge.

12R - Upper Boulevard

OBJECTIVES

Provide continuity of Boulevard experience.

Reduce impacts of encroachment.

Reduce impacts of vehicular compaction.

Celebrate dramatic views and vistas of Lake Washington.

RECOMMENDATIONS

Provide new curbs and gutters.

Provide parking pull outs for residences with no off-street parking.

Establish landscape character/provide planting to accomplish.

Re-establish public park landscape.

Provide sidewalks.

Underground existing overhead utility lines.

Develop overlooks at split boulevard and I-90.

13P - Colman Park

OBJECTIVES

Provide continuity of Boulevard experience.

Restore forest character.

Reduce vehicular compaction.

RECOMMENDATIONS

Replace lawns with natural shrubs and groundcovers.

Replace flexrail guardrail with new wood standard.

Provide swale and bollards to correct drainage, define roadway, and control parking encroachment.

Relocate Colman Park sign to north edge of park near S. Massachusetts Street.

14L - Mt. Baker Waterfront

OBJECTIVES

Provide continuity of Boulevard experience.

Correct drainage problems.

Reduce vehicular compaction.

Eliminate pedestrian/bicycle/automobile conflicts.

Maintain and enhance historic walls and structures.

RECOMMENDATIONS

Reconfigure curbs to establish priority of boulevard movement at intersection with Lakeside Avenue S., Colman Park parking lot, and Lake Park Drive.

Provide gateway structure at intersection with Lakeside Avenue S.

Regrade vertical curve as necessary to provide safe movement and sight lines at Mt. Baker Beach.

Provide curb and gutters, or swale and bollards to define roadway, correct drainage problems, and reduce vehicular compaction.

Provide pedestrian crossings at Dose Terrace Stairs and the Mt. Baker Bath House.

Provide off-boulevard parking at McClellan Street Pier.

Plant out formal street plantings with informal groves.

Uncover historic granite rip rap wall between Mt. Baker Park and Genesee Park.

Restore deteriorating Mt. Baker Beach retaining wall.

15L - Genesee Park

OBJECTIVES

Provide continuity of Boulevard experience.

Reduce impact of encroachment.

RECOMMENDATIONS

Restore public landscape.

Remove ornamental cherry tree planting.

Plant informal groupings of native trees.

16L - Lakewood Waterfront

OBJECTIVES

Provide continuity of Boulevard experience.

Reduce impact of marina parking.

Reduce impact of encroachment.

RECOMMENDATIONS

Redesign parking at moorage to be "off-boulevard"; provide median between parking area and Boulevard.

Define boundary between private property and public Boulevard.

Remove ornamental cherry tree plantings.

Plant informal groupings of native trees.

17L - Seward Park

OBJECTIVES

Provide continuity of Boulevard experience

Identify beginning of Lake Washington Boulevard.

Reduce impact of encroachment.

RECOMMENDATIONS

Provide boulevard "gateway" and appropriate signs at Seward Park, indicate historic significance, and landscape treatment.

Reconfigure S. Orcas St. intersection.




Remove ornamental cherry tree plantings.

Plant informal groupings of native trees.

Define boundary between private property and public Boulevard.

DESIGN PROGRAM		LAKE WASHINGTON BOULEVARD																	
IMPROVEMENT	AREA	1R MONTLAKE - 520 CANYON	2R MONTLAKE - ARBORETUM	3P WASHINGTON PARK ARBORETUM	4R HARRISON NEIGHBORHOOD	5P LAKEVIEW PARK	6R MCGILVRA NEIGHBORHOOD	7R DENNY BLAINE NEIGHBORHOOD	8L MADRONA NEIGHBORHOOD	9L MADRONA PARK	10R LESCHI NEIGHBORHOOD	11P FRINK PARK	12R UPPER BOULEVARD	13P COLMAN PARK	14L MT. BAKER WATERFRONT	15L GENESEE PARK WATERFRONT	16L LAKEWOOD NEIGHBORHOOD	17L SEWARD PARK NEIGHBORHOOD	
VISUAL QUALITY																			
Gateways		●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Signs		●	◐	●	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○
Vistas/Overlooks		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Views Enhancement		●	◐	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ENCROACHMENT																			
Road Edge Treatment																			
Curb & Gutter		○	●	○	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○
Guardrails		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Bollards		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Swale		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Property Line Definition		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Parking Definition		●	●	◐	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○
DRAINAGE																			
Road Edge		○	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○
Subsurface		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
TRANSPORTATION																			
Sidewalks		●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Pathways		○	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Bike/Auto Conflict		●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Pavement Surface Width		◐	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Road Alignment		○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
STRUCTURES																			
Bridges		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Buildings		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Overlooks		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Stairways		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
VEGETATION																			
Trees		●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Groundcover/Lawn		●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Irrigation		●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
MISCELLANEOUS																			
Landslides/Erosion		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
FURNISHINGS																			
Street Furniture		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Lighting		◐	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

PRIORITY RATINGS

- High 
- Moderate 
- Low 

- R= Residential
- P= Park and Forest
- L= Lake Shore

Figure 55

Preliminary Estimate Of Probable Construction Costs

\$ 7.2 million worth of design improvements are identified for Lake Washington Boulevard. The preliminary estimates of probable construction costs are identified for each of the seventeen landscape type sub-areas. This information will guide development of the improvement program utilizing the \$1.5 million available from the Seattle 1-2-3 Bond issue. Through agreement with the Seattle Engineering Department (SED), costs associated with resurfacing or reconstructing the roadway are not included within these estimates. Such costs are the responsibility of SED.

1R - Montlake - 520 Canyon

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 51,100
Earthwork	4,300
Site Drainage	15,000
Site Utilities	19,000
Paving -A/C	19,300
-Concrete Walks	36,800
-Accent	21,000
-Curb & Gutter	39,600
Structures	
-Piers & Sign	16,500
Lighting	36,000
Irrigation	19,300
Soil Preparation	22,900
Landscaping	28,800
Subtotal:	329,600
Mobilization	16,500
Subtotal:	346,100
15% Contingency	52,000
Total Probable Construction Costs:	<u>\$398,100</u>

2R - Montlake - Arboretum

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 82,000
Earthwork	15,000
Site Drainage	13,000
Site Utilities	8,300
Paving -A/C	73,700
-Concrete Walks	25,000
-Gravel Path	3,800
-Curb & Gutter	67,600
Structures -Piers	6,000
Lighting	45,000
Irrigation	12,000
Soil Preparation	24,200
Landscaping	43,100
Subtotal:	418,700
Mobilization	20,900
Subtotal:	439,600
15% Contingency	65,900
Total Probable Construction Costs:	<u>\$505,500</u>

3P - Washington Park Arboretum

No improvements proposed as part of this project; Arboretum has its own master plan and master plan update.

4R - Harrison Neighborhood

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 32,900
Site Drainage	89,100
Site Utilities	10,000
Paving -A/C	22,700
-Conc. Walks & Drives	31,500
-Gravel Path	20,400
-Curb & Gutter	92,200
Structures -Piers	6,000
Lighting	66,000
Irrigation	10,100
Soil Preparation	27,200
Landscaping	43,000
Subtotal:	451,100
Mobilization	22,600
Subtotal:	473,700
15% Contingency	71,100
Total Probable Construction Costs:	<u>\$544,800</u>

5P - Lakeview Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 3,000
Earthwork	900
Site Drainage	40,000
Paving -A/C	8,000
-Gravel Path	6,600
-Curb & Gutter	7,700
-Swale & Bollards	62,400
Structures -Piers	3,000
-Stairs	6,900
Lighting	30,000
Soil Preparation	5,400
Landscaping	10,000
Subtotal:	183,900
Mobilization	9,200
Subtotal:	193,100
15% Contingency	29,000
Total Probable Construction Costs:	<u>\$222,100</u>

6R - McGilvra Neighborhood

<u>ITEM DESCRIPTION</u>	<u>COSTS</u>
Demolition/Clearing	\$ 9,000
Earthwork	800
Site Drainage	2,000
Paving -A/C	1,300
-Conc. Walks & Drives	8,800
-Curb & Gutter	7,500
Lighting	12,000
Irrigation	1,300
Soil Preparation	1,500
Landscaping	6,300
Subtotal:	50,500
Mobilization	2,500
Subtotal:	53,000
15% Contingency	8,000
Total Probable Construction Costs	<u>\$61,000</u>

7R - Denny-Blaine Neighborhood

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 24,500
Earthwork	2,400
Site Drainage	8,000
Paving -A/C	17,900
-Conc. Walks & Drives	40,000
-Curb & Gutter	48,000
Structures -Walls	60,000
Lighting	66,000
Soil Preparation	52,000
Landscaping	31,500
Subtotal:	350,300
Mobilization	17,500
Subtotal:	367,800
15% Contingency	55,200
Total Probable Construction Costs	<u>\$423,000</u>

8L - Madrona Neighborhood

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 2,600
Site Drainage	50,000
Paving -A/C	10,000
-Curb & Gutter	27,000
Lighting	18,000
Soil Preparation	2,100
Landscaping	5,000
Subtotal:	96,700
Mobilization	4,800
Subtotal:	101,500
15% Contingency	15,200
Total Probable Construction Costs	<u>\$116,700</u>

9L - Madrona Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 20,000
Earthwork	2,600
Site Drainage	73,200
Paving -A/C	11,500
-Conc. Walks & Drives	10,500
-Curb & Gutter	48,200
Lighting	120,000
Irrigation	2,600
Soil Preparation	8,000
Landscaping	32,100
Madrona Overlook	293,000
Subtotal:	621,700
Mobilization	31,100
Subtotal:	652,800
15% Contingency	97,900
Total Probable Construction Costs	<u>\$750,700</u>

10R - Leschi Neighborhood

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 5,000
Earthwork	1,700
Site Drainage	31,500
Paving -A/C	4,900
-Curb & Gutter	27,200
Structures -Piers	5,000
-Bridge repairs	16,000
Lighting -9	27,000
Soil Preparation	3,600
Landscaping	9,400
Subtotal:	131,300
Mobilization	6,600
Subtotal:	137,900
15% Contingency	20,700
Total Probable Construction Costs	<u>\$158,600</u>

11P - Frink Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 4,700
Earthwork	300
Site Drainage	80,000
Paving -A/C	19,800
-Gravel Path	700
-Swale & Bollards	138,000
Lighting	69,000
Soil Preparation	5,000
Landscaping	12,000
Subtotal:	329,500
Mobilization	16,500
Subtotal:	346,000
15% Contingency	51,900
Total Probable Construction Costs	<u>\$397,900</u>

12R - Upper Boulevard

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 36,300
Site Drainage	139,400
Site Utilities (undergrounding)	500,000
Paving -A/C	35,600
-Conc. Walks & Drives	
127,700	
-Gravel Path	800
-Curb & Gutter	109,800
-Swale & Bollards	18,000
Structures -Walls	10,000
Lighting	144,000
Irrigation	10,000
Soil Preparation	11,600
Landscaping	32,300
Overlook	314,700
Subtotal:	1,491,000
Mobilization	75,000
Subtotal:	1,566,000
15% Contingency	234,000
Total Probable Construction Costs	\$1,800,900

13P - Colman Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 1,700
Earthwork	300
Site Drainage	83,000
Paving -A/C	9,600
-Swale & Bollards	144,000
Structures -Guardrail	1,700
Lighting	72,000
Soil Preparation	16,000
Landscaping	55,000
Subtotal:	383,300
Mobilization	19,200
Subtotal:	402,500
15% Contingency	60,400
Total Probable Construction Costs	\$462,900

14L - Mt. Baker Waterfront

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 19,500
Earthwork	45,000
Site Drainage	255,900
Paving -A/C	30,000
-Conc. Walks & Drives	12,800
-Gravel Path	2,200
-Accent	28,700
-Curb & Gutter	63,400
-Swale Bollards	169,400
Structures -Piers	6,000
-Expose granite rip rap seawall	115,400
-Mt. Baker Beach wall	98,000
Soil Preparation	13,600
Landscaping	22,800
Subtotal:	882,700
Mobilization	44,100
Subtotal:	926,800
15% Contingency	139,000
Total Probable Construction Costs	\$1,065,800

15L - Genesee Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 71,300
Earthwork	300
Site Drainage	4,500
Paving -A/C	1,700
-Conc. Walks & Drives	4,000
-Curb & Gutter	10,400
Structures -Piers & Signs	3,000
Irrigation	1,700
Soil Preparation	2,000
Landscaping	20,000
Subtotal:	59,000
Mobilization	3,000
Subtotal:	62,000
15% Contingency	9,300
Total Probable Construction Costs	\$71,300

16L - Lakewood

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 11,500
Earthwork	1,100
Site Drainage	2,000
Paving -A/C	11,000
-Conc. Walks & Drives	3,900
-Curb & Gutter	4,800
Structures -Piers & Signs	3,000
Irrigation	605
Soil Preparation	1,400
Landscaping	31,000
Subtotal:	70,300
Mobilization	3,500
Subtotal:	73,800
15% Contingency	11,100
Total Probable Construction Costs	\$84,900

17L - Seward Park

<u>ITEM DESCRIPTION</u>	<u>COST</u>
Demolition/Clearing	\$ 17,450
Earthwork	5,200
Site Drainage	3,500
Paving -A/C	27,000
-Conc. Walks & Drives	4,000
-Curb & Gutter	6,400
Structures -Piers & Signs	10,000
Irrigation	11,600
Soil Preparation	11,300
Landscaping	55,600
Subtotal:	152,000
Mobilization	7,600
Subtotal:	159,600
15% Contingency	23,900
Total Probable Construction Costs	\$183,500

TOTAL OF 17 SUB-AREAS: \$7,247,700

Design Program Priority Ratings

The Department and the consultant, with extensive input from the citizen participation process, have identified seven key project areas for expenditure of the Seattle 1-2-3 Bond Issue funds allocated to Lake Washington Boulevard. Improvements are scheduled at Montlake, Madison, Lakeview Park, Madrona, the Upper Boulevard, Mt. Baker and McClellan St. Pier. In addition, a Boulevard system of signs are identified.

A priority matrix identifies and ranks each of the seventeen project areas as a high (generally 1-2-3 funded), moderate, and low/on going need. In addition, a listing identifies actions the Department can undertake through the yearly Operations and Maintenance budget.

The 1R Montlake - 520 Canyon, 2R Montlake - Arboretum, 4R Harrison Neighborhood, 5P Lakeview Park, 8L Madrona Neighborhood, 12R Upper Boulevard, and 14L Mt. Baker are identified as having high priority project elements. Current Seattle 1-2-3 funding is generally available for improvements within these project areas. There are improvements required in these areas beyond monies currently available.

The 9L Madrona Park, 10R Leschi Neighborhood, 16L Lakewood Neighborhood, and 17L Seward Park Neighborhood are identified as moderate priority areas. There are high and moderately needed project elements in these areas, but funding is not currently available.

The 6R McGilvra Neighborhood, 7R Denny-Blaine Neighborhood, 11P Frink Park, 13P Colman Park, and 15L Genesee Park Waterfront are identified as low/on-going priority project areas. Similar to the moderate priority areas, there are needed project elements, but funding is not currently available.

Ongoing actions and priorities include:

Coordinate and receive commitment from WSDOT to restore Highway 520/Arboretum ramp area at Conifer Meadow.

Coordinate improvements at Conifer Meadow with Arboretum Advisory Council and University of Washington.

Coordinate and receive approval from SED for funding and redesign of Montlake Blvd. E., E. Madison St., Madrona Dr., and Lakeside Ave. S. intersections.

Coordinate and receive commitment from METRO for funding and redesign of the Madrona Dr. bus turnaround.

Replace street lighting and street furniture with a Boulevard standard.

Fill in and replace deteriorating tree plantings.

Complete survey of property lines and secure revocable permit for all private use of Boulevard property.

DESIGN PROGRAM Priority Matrix	PROJECT ELEMENTS							OVERALL PRIORITY RATING
	USER SAFETY	VISUAL CONTINUITY	DRIVE	ENCROACHMENT	LANDSCAPE RESTORATION	STRUCTURE RESTORATION	FURNISHINGS	
AREA								
1R MONTLAKE - 520 CANYON	●	●	○	●	○	○	○	●
2R MONTLAKE - ARBORETUM	●	●	●	●	●	○	●	●
3P WASHINGTON PARK ARBORETUM	NA	NA	NA	NA	NA	NA	NA	NA
4R HARRISON NEIGHBORHOOD	○	●	●	●	●	○	○	●
5P LAKE VIEW PARK	●	○	●	○	●	○	○	●
6R MCGILVRA NEIGHBORHOOD	○	○	●	○	●	○	○	○
7R DENNY BLAINE NEIGHBORHOOD	●	○	●	○	●	○	○	○
8L MADRONA NEIGHBORHOOD	○	●	●	●	●	○	●	●
9L MADRONA PARK	○	●	●	○	●	○	●	●
10R LESCHI NEIGHBORHOOD	●	○	○	○	○	●	○	●
11P FRINK PARK	●	○	●	○	○	○	○	○
12R UPPER BOULEVARD	○	●	●	●	●	○	●	●
13P COLMAN PARK	●	○	●	○	●	○	○	○
14L MT. BAKER WATERFRONT	●	●	●	○	●	●	●	●
15L GENESEE PARK WATERFRONT	○	○	○	○	●	○	●	○
16L LAKEWOOD NEIGHBORHOOD	○	○	○	●	●	○	●	●
17L SEWARD PARK NEIGHBORHOOD	○	●	○	●	●	○	●	●

KEY: High ●
Moderate ◐
Low ○

Figure 56



LAKE • WASHINGTON • BOULEVARD
 1903 • 1909 DEPARTMENT OF PARKS & RECREATION, CITY OF SEATTLE 1986
 EDAW INC. Landscape Architects, Urban Designers & Planners 121 First Avenue South Seattle, Washington
 WALMSLEY & COMPANY INC. Historic Landscape Consultants 462 Broadway New York, New York

DESIGN IMPROVEMENT PROGRAM

LEGEND:

-  ROAD EDGE TREATMENT
-  BOULEVARD SIGN
-  SPECIFIC AREAS OF IMPROVEMENT


SCALE: 1" = 800'
1" = 800' WHEN DRAWN AT 11" x 17"

Figure 57

DOPAR Design Program

The following program is the approved design program and instructions to the consultant for Lake Washington Boulevard improvements funded by the Seattle 1-2-3 Bond Issue. It was prepared by Rae Tufts, Park Planner.

This program is a statement of intent concerning the Department's specific objectives for the design and implementation of this project. As such, this program establishes a detailed scope of work, construction budget, budget estimates for each element of the scope of work (whenever possible), contingencies, standards of performance for the various elements, and a process and timetable for implementation. This program is to be used by the Project Manager and by the design consultant to design and implement the project. Each design program is to be certified by the Department's Superintendent and Management Review Committee.

Project Objectives

The prime objective of the project is to improve, repair and restore Lake Washington Boulevard in a manner that is both complementary to the original Olmsted design and consistent with the needs of the various communities and the contemporary uses of the Boulevard.

Budget

These improvements will be paid for by the Park Renovation and Improvement Fund (PRIF). The maximum allowable for construction contract bids is \$1,564,000.00. This figure does not include Washington State Sales Tax, construction contingency, design, management, and other associated costs. The total budget from PRIF for the project is \$2,400,000.00.

Project Element

The following schedule of improvements are listed in order of recommended priority, by specific element. And then within the category of that element, by a specific location in the project area.

Roadway Edge Treatment: Curbs, Gutters, and Drainage - \$759,000.00

The curbs and gutters that exist are in various stages of disrepair. Some areas of the Boulevard are uncurbed, and other areas have no gutters. In some sections of the Boulevard, inadequate or poor drainage is a pervasive problem during the rainy season and has resulted in expensive maintenance costs. Specific areas have been identified by the consultants and by Department staff and are listed by priority. Curbs should be provided at each of these areas consistent with the specific problems at each site. Gutters and drainage improvements should be provided where necessary and designed in conjunction with the curb repairs or replacements and other design elements as appropriate. Some general parking space is desirable, as are viewpoint parking places. These areas should be developed in conjunction with

installation of curbs and gutters. Any structural replacements should be considered in terms of both maintenance and safety standards, and the aesthetic compatibility with the project area.

UPPER LAKE WASHINGTON BOULEVARD AREA FROM GRAND STREET TO KING STREET.

- o Provide new curbs where needed and replace and/or repair existing curbs.
- o Provide drainage improvements, including gutters and drainage structures.

NORTH BOULEVARD ENTRANCE AT 24TH AVENUE EAST TO THE JUNCTION OF FOSTER'S ISLAND ROAD AND LAKE WASHINGTON BOULEVARD EAST AT THE WASHINGTON PARK ARBORETUM.

- o Provide new curbs and replace existing curbs contingent on potential realignment at the beginning of Lake Washington Boulevard at 24th Avenue East.
- o Provide new curbs south of SR520 in conjunction with new parking areas and landscape restoration near the SR520 ramps.
- o Provide drainage improvements, including gutters and drainage structures.
- o Consider design alternatives for roadway realignment and parking configuration from entrance to Lake Washington Boulevard at 24th Avenue East to the entrance to the Washington park Arboretum at the junction of Foster's Island Road.

MADISON STREET ENTRANCE TO LAKE WASHINGTON BOULEVARD GOING SOUTHEASTERLY TO 36TH AVENUE EAST.

- o Develop a reconfiguration of the existing entrance at the junction of Madison Street and Lake Washington Boulevard East and provide curbs as consistent with the design concept.
- o Provide drainage improvements consistent with the design concept.

MCCLELLAN STREET FISHING PIER AREA.

- o Formalize the existing parking area and provide curbs and drainage within this area.

DENNY-BLAINE TO PINE STREET PUMP STATION

- o Provide swale and bollard improvements.

PINE STREET TO MADRONA DRIVE EAST TURNAROUND AREA.

- o Provide curb and gutter improvements on the west side of the Lake Washington Boulevard.
- o Provide swale and bollards on the east side of the Lake Washington Boulevard.

LAKESIDE AVENUE S. TO JUNCTION WITH LAKE PARK DRIVE.

- o Provide swale and bollards on the west side of Lake Washington Boulevard.
- o Provide curbs on the east side of Lake Washington Boulevard as necessary.

MT. BAKER BATHING BEACH TO GENESEE PARK.

- o Selected swale and bollards along the west side of the Lake Washington Boulevard as necessary.

LAKEVIEW PARK

- o Consider swale and bollard on downhill side of Lake Washington Boulevard as it passes through Lakeview Park.

Sidewalks- \$225,000.00

There are existing sidewalks in various areas of the Boulevard; some of which have been recently constructed, other which are in serious disrepair. There is both a functional and safety need for the addition of sidewalks in certain areas of the Lake Washington Boulevard.

NORTH BOULEVARD ENTRANCE AT 24TH AVENUE EAST TO THE JUNCTION OF FOSTER'S ISLAND ROAD AND LAKE WASHINGTON BOULEVARD EAST AT THE WASHINGTON PARK ARBORETUM.

- o Complete sidewalk system as necessary from the entrance at 24th Avenue East to the entrance to the Washington Park Arboretum.
- o Provide walks in conjunction with the formalized parking area on the east side of Lake Washington Boulevard.

MADISON STREET ENTRANCE TO LAKE WASHINGTON BOULEVARD GOING SOUTHEASTERLY TO 32ND AVENUE EAST.

- o Provide sidewalks to 32nd Avenue East in conjunction with reconfiguration project.
- o Consider extension of the walkway system to 36th Avenue East.

UPPER LAKE WASHINGTON BOULEVARD AREA FROM GRAND STREET TO KING STREET.

- o Provide sidewalk system as necessary from Grand Street to King Street on east side of Lake Washington Boulevard.

LAKEVIEW PARK.

- o Consider walkway improvements on one side of Lake Washington Boulevard, side to be determined, in conjunction with drainage improvements.

Gateway to the Boulevard - \$50,000.00

The intersection of Lake Washington Boulevard at 24th Avenue East is the northern gateway to the Boulevard. This

entryway should be emphasized as a means of stressing important characteristics of the total Boulevard, and of alerting the Boulevard user to the special nature of this facility. Provide gateway concept in conjunction with other project elements.

Parking Areas - \$360,000.00

UPPER LAKE WASHINGTON BOULEVARD FROM GRAND STREET TO KING STREET.

- o Provide some changes to the existing retaining wall and grading as necessary.
- o Provide areas of parallel parking with landscaped isles in certain sections that will be determined.
- o Refurbish the median area of the split Boulevard between Norman Street and Charles Street.
- o Coordinate the restoration and design configuration of the viewpoint on the east side above the new I-90 tunnel with the Washington State Department of Transportation design team.

NORTH ENTRANCE TO LAKE WASHINGTON BOULEVARD AT 24TH AVENUE EAST TO THE ENTRY OF THE WASHINGTON PARK ARBORETUM.

- o Provide formalized parking area in conjunction with the roadway edge and sidewalk elements.

MCCLELLAN STREET PIER PARKING.

- o Provide parking in conjunction with new curb and gutters in this area.

Restoration and Improvement at South Entrance To Colman Park - \$160,000.00

Consider improvements to correct drainage problems at this area. Elements to be considered should include the following: changing the road width; replacement of broken concrete; refurbishing of landscape elements; and restoration and repair of the retaining wall.

Pergola At The Madrona Turnaround Area- \$150,000.00

Design a pergola or similar structure which will emphasize the nature of the Boulevard and will improve the aesthetic look of the area.

Signs - \$15,000.00

The addition of several signs along the whole length of Lake Washington Boulevard is a design means of emphasizing the unity of the Boulevard.

Design signs that will be specific to this Boulevard and that will be appropriate to both the historic and contemporary nature of the facility.

Yesler Avenue Bridge - \$16,000.00

The Yesler Avenue Bridge is showing its eighty year age. Spalling concrete and exposed re-bar require patching and painting. Minor repairs are estimated at \$16,000.00.

Project Elements By Location

The following is a summation of the desired project elements by location.

North Entrance To Lake Washington Boulevard At 24th Avenue East - \$270,000.00

Gateway and signs
Curb and gutter
Sidewalks
Parking
Planting

Madison - \$142,000.00

Curb and gutter
Sidewalks
Planting
Sign

Lakeview Park - \$82,000.00

Sidewalks
Swale-bollard-drainage
Sign
Landscape restoration

Madrona - \$313,000.00

Curbs and gutters/swale-bollard
Sidewalks
Overlook/pergola
Sign
Planting

Lake Washington Boulevard From Grand Street To King Street - \$550,000.00

Curbs and gutters
Sidewalks
Parking
Retaining wall repair/reconfigure
Planting
Yesler Avenue bridge

Colman Park/Mt. Baker Park - \$162,000.00

Paving/realignment of road
Curbs and gutters/swale and
bollard/drainage
Sidewalk
Planting
Sign/benches

Mt. Baker To Genesee Playfield (Including McClellan Street Pier) - \$245,000.00

Curbs and gutters
Swale-bollard-drainage
Sign
Landscape restoration

Base Bid	\$ 1,564,000.00
Additives *	\$ 200,000.00
Total	\$ 1,764,000.00

TOTALS BY AREA:

Montlake	\$ 270,000.00
Madison	142,000.00
Lakeview	82,000.00
Madrona	313,000.00
Upper Boulevard	550,000.00
Colman/Mt. Baker	162,000.00
Mt. Baker to Genesee	245,000.00
Grand Total	\$ 1,764,000.00

***NOTE:** The additive amount of \$200,000.00 represents revenues from the contingency allocation of \$156,000.00 and construction associated cost allocation of \$96,000.00. The number of additives will depend upon actual expenditures for contingencies and/or other construction associated costs. Assuming that additive revenues are available, the additional project work will be awarded as additives to the base bid and through change orders as the total project costs become more definitive.



LAKE ■ WASHINGTON ■ BOULEVARD

APPENDICES

Appendix 1: Historic Maps & Illustrations

<u>Name</u>	<u>Date</u>	<u>Credit</u>
Lake Washington Boulevard from 40th Ave. & Howell St. to a Point on Lakeside Ave. 850 ft. South of Holgate St.	August, 1908	Board of Park Commissioners City of Seattle Engineering Department
Colman Park Eastern Section	Sept., 1910	Board of Park Commissioners
Frink Boulevard Widened Road South of Leschi Park	Sept., 1910	Board of Park Commissioners
Block 70 Mt. Baker Park Addition and Proposed Method for Treatment of Slide	Sept. 16, 1912	H.L.M.
Colman Park Sheet No. 1	Sept., 1910	Board of Park Commissioners from working sheets of C.V.E. Dove & C.M. Tunison
Plan for Improvement of Lake Washington Blvd No. 2 Parks	Jan. 24, 1917	H.L. McGillis, Engineer J.W. Thompson, Supt. of
Paving Plan Lake Washington Blvd.	April 16, 1929	E.R. Hoffman, Park Engineer
Seward Park Preliminary Plan	Jan. 30, 1912	Olmsted Bros.
Plan for Improvement of Lake Washington Blvd. No. 2	March 28, 1917	H.L. McGillis, Park Eng. J.W. Thompson, Supt. of Parks
Jefferson Park Preliminary Plan	Feb. 5, 1912	Olmsted Bros.
Green Lake Blvd. Preliminary Plan	Feb., 1910	Olmsted Bros.
Location of Bridge from Blvd. at 43rd Ave. S. & Charleston St. to 45th Ave. S. & Charleston St.	Aug. 30, 1912	J.W. Thompson, Supt.
Community Dock at Lakewood- L.W.B.	Aug. 29, 1927	L. Glen Hall, Landscape Arch
Design for Wall for Mt. Baker Park Slide	July 19, 1910	Samuel Lancaster, Engr.
Design of Retaining Wall for Mt. Baker Park	July, 1910	J.M. Baird
General Plan for U. of W. Arboretum	March, 1936	Olmsted Bros.
Volunteer Park	n/a	n/a

Appendix 2: Historic Photographs

<u>Name</u>	<u>Date</u>	<u>Credit</u>	<u>Page</u>
Lake Washington Boulevard	1930+	Asahel Curtis	cover
Lake Washington Bike Route	unknown	Wilse	5
Frink Park Pedestrian Undercrossing	1907		8
Colman Park Switchbacks	1912	Seattle Engineering Dept.	9
Colman Park Switchbacks	1912	Seattle Engineering Dept.	9
Lake Washington Boulevard at Mt. Baker Boulevard	1912		10
Lake Washington Boulevard & Granite Set Rip-rap Seawall.	1913	Rogers Studio	11