

The Promise of Seattle Boulevards



Interlaken Boulevard. Photo by Seattle Neighborhood Greenways

A report by Seattle Neighborhood Greenways (SNG) for the Seattle Department of Transportation (SDOT), Seattle Department of Parks and Recreation (SPR), the Seattle Department of Neighborhoods (DON), and the Friends of Seattle's Olmsted Parks (FSOP).

December 2016

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Ravenna Boulevard. Photo from Google

Executive Summary

The Promise of Seattle Boulevards 2016 is an attempt to look at the best use of current boulevards and help to determine how they can function equitably as both parks and transportation for all. The history of Seattle's boulevard system is closely tied to the Olmsted legacy, which left Seattle with a promise of a citywide system of linear landscapes. The idea of connecting people to the remarkably beautiful landscapes and vistas of Seattle predates the Olmsteds, and continues to this day as we evolve to meet the open space needs of future generations, preserving and maintaining design intent, while connecting people to places.

What are our challenges?

Our Seattle network of boulevards were not designed for the vehicle speeds or volumes typically seen today. Early boulevards were designed as slow pleasure drives linking scenic resources for early-model cars on gravel-lined roads. Boulevards today often lack intended connectivity, and higher design speed limits the safe use of boulevards for family-friendly recreational purposes, particularly by people walking or biking.

Seattle, through its Race and Social Justice Initiative, has a goal to eliminate disparities and achieve racial equity. How can we ensure equitable access on our boulevard system (culturally relevant, ADA, multimodal, and geographically distributed) and create a city where park-like qualities blend into our streets, where parks are accessible for people of all incomes, ages and abilities, all while celebrating our history? How can SPR, SDOT, and DON develop shared practices and principles to streamline interdepartmental work on our rich public space inventory? How can we create a transparent process for community involvement?

How did the workshop help address our challenges?

The 2016 Boulevard Workshop sought to work towards design principles, principles of collaboration, and to build the skills and a shared knowledge and understanding of staff and key community stakeholders. Equally important to success -- but not tackled at the workshop -- is the work to clarify the process for DON, SPR and SDOT to collaborate and to standardize involvement of community stakeholders on projects moving forward.

What collaboration principles came out of our workshop?

1. Get the right people around the same table or conference call early!
2. Discuss and identify the problems together before deciding on solutions.
3. Examine a number of different options to resolve issues.

What draft design principles came out of the workshop?

- Work with relevant stakeholders and the public to seek to understand the historic intent, as well as the present needs, challenges and desired user experience to guide future design. Design for people and their needs -- do not design just for cars.
- Replace like with like and strive for consistency and context sensitivity.
- Safety of the public is a moral imperative of the City.

Proposed next steps

1. **Work to more clearly define and map Seattle’s boulevard system.** There is not a consistent or clear definition of boulevards in Seattle among departments, and there is not a comprehensive map of boulevard locations. The City needs to create a map of overlapping boulevards, streets, and designated landmarks to guide collaboration.
2. **Create an Interdepartmental Implementation Team** to finalize the project development process, and agree on a project management flowchart.
3. **Anticipate Future Collaboration Opportunities/Challenges** using the SDOT and DPR workplans to see proactively where proposed projects will overlap with Park property and historic designations.
4. **Test the process** by putting an identified projects through the project management flowchart process early on in project development. Refine the process as needed.
5. **Proactively reclaim space for people** by revisiting the status quo of motor vehicles currently allowed on nearly all boulevards and Park-owned streets. The City should determine locations (for example, Lake Washington Boulevard in Colman Park) where shared street engineering that “treats the car as a guest”, or other slow street modifications, could dramatically improve the park-visitor experience without major disruptions to the transportation system.
6. **Continue conversations between non-governmental stakeholders and the City** to build ties and create a broad coalition of stakeholders who care about boulevards that connect people to and through parks. Invite the Friends of Seattle’s Olmsted Parks and SPR to present to the Seattle Pedestrian Advisory Board and Seattle Bicycle Advisory Board.
7. **Track and celebrate what is working** including the collaborative efforts between SPR and SDOT’s Neighborhood Greenway program. Create a repository of successful collaborative efforts, design details, and projects, such as Cheasty and Lake Washington Boulevard in Washington Park, and Seattle Public Utilities’ CSO projects through Seward Park.



Cheasty Boulevard. Photograph by Seattle Neighborhood Greenways

Section 2.

A Brief History of Seattle's Boulevards

Our boulevards are difficult to define

What exactly is a boulevard in Seattle? Such a straightforward question is not as easy to answer as it might seem.

The Seattle Parks and Recreation department currently does not have an agreed-on definition of the term “boulevard”, although the historic subset of boulevards related to the Olmsted Brothers legacy are more clearly defined in the “Seattle Parks & Recreation Historic Resources Plan.”

To link their planned system of parks, the Olmsted Brothers designed an integrated system of boulevards and scenic roadways. The Olmsted Brothers plan called for two categories of landscaped roadways: boulevards and parkways. The pure distinction between the two was often blurred, and some Seattle roadways contain elements of both boulevard and parkway.

Spatial Organization. Boulevards and parkways were intended to link different parts of the City to parks or scenic resources: For example, Mount Baker Boulevard (a formal boulevard) and Cheasty Boulevard (a naturalistic parkway) connected Beacon Hill to Lake Washington.

Boulevards were to be of a formal design, generally 200- feet wide, and were uniformly-wide for long distances. They generally contained one or more formally planted grass strips and symmetric rows of deciduous trees. Parkway were to provide scenic pleasure drives and were to be more informal in design, located in areas where there was an appreciable amount of natural landscape beauty.

Parkway plantings were informal or naturalistic in design. From preliminary plans, it is clear that the Olmsted Brothers considered the roadway as a sequential experience: They designed framed views, open space, and roadway edges to vary as the motorist progressed.

The Historic Resources Plan document goes on to list 17 historic Boulevards and Parkways. However, this distinction of “parkways” vs. “boulevards” does not seem to carry over into other documents, maps, property agreements or today's GIS maps.

For its part, SDOT primarily defines boulevards in terms of landscaping requirements, breaking boulevards into four classes: Class 1 Boulevard—Natural Landscaping, Class 2 Boulevard—Formal Landscaping, Class 1 Olmsted Boulevard, and Class 2 Olmsted Boulevard. Explanations of these classifications can be found in the maps in Appendix J.

Further complicating matters, placing a map of boulevards as defined by SDOT over a boulevard map from SPR reveals major differences. For instance, SDOT defines Beach Dr SW in West Seattle and Beacon Ave S as boulevards, but these are not included in the SPR map. On the other hand, the SPR map contains boulevards that SDOT doesn't recognize such as 45th Ave W just north of Discovery Park. Adding to the confusion, the maintenance agreement between SPR and SDOT about boulevards (vintage 1984) contains “boulevards” that are not listed in maps provided by either department such as Holyoke Way S and South Horton St.

In seeking to find clarity, we examined the legal definitions in [Appendix I to Title 15](#) of the Seattle Municipal Code (SMC). This section includes “Park Drives” and “Boulevards.” Unfortunately the SMC doesn’t differentiate between Park Drives and Boulevards:

"Park drive or boulevard" means a public place under the jurisdiction of the Department of Parks and Recreation described in Appendix I or shown in the map in Appendix II or a park, administered by the Superintendent.

The definitions in Appendix I and maps in Appendix II of SMC Title 15 indicate that all Park Drives and Boulevards are Parks-owned streets. However, not all of the boulevards and park drives listed in the SMC are included the shapefile maintained by SPR of such assets. For example, Ballard Parkway and Condon Way West are missing from the SPR shapefile. Furthermore, the SPR and SDOT boulevard lists do not reflect current maintenance and operating agreements.



Hunter Boulevard. Photograph by Seattle Neighborhood Greenways

What can we make from all of this confusion over the definition of boulevards?

This report recommends:

- 1) **A clear City-wide definition of boulevard as a concept**, with clear relationships to Olmsted Boulevards, historically landmarked boulevards, parkways, park drives, and Park-owned street right-of-ways. This definition might include the differentiation between park boulevards (those that are owned by SPR) and SDOT boulevards (those that are owned by SDOT). To the general public seeking functional boulevards, the distinction may be confusing.
- 2) **A list and map of where boulevards are located in Seattle**. A note whether a boulevard is historic and falls under Landmarks jurisdiction is also key to note in both legal definitions and on future maps.

Without a clear definition or map, it is challenging to offer a history of boulevards in Seattle. For the purposes of this report we have focused primarily on streets that SPR owns that are meant to connect parks to parks, and people to parks.

A brief historical overview of the the relationship between Seattle boulevards, transportation, and historic preservation

The history of Seattle's boulevard system is closely tied to the Olmsted legacy, but the idea of connecting people to the beautiful landscape of Seattle predates it. Jennifer Ott from Friends of Seattle's Olmsted Parks explains:

the first city-wide plan was developed by Assistant City Engineer George Cotterill in 1897 and 25 miles were developed by 1900. Those bicycle paths often served as the basis for Seattle's boulevards. (see Ott's full remarks in Appendix C)

When the Olmsted company designed Seattle's boulevard system in the early 1900s, boulevards were envisioned as pleasure drives for the newest playthings of Seattle's elite -- their automobiles (<http://crosscut.com/2013/10/seattle-cars-autos/> has an early history of cars in Seattle).



John Charles Olmsted at work.

<http://www.olmsted.org/the-olmsted-legacy/john-charles-olmsted>

These early boulevards were also intended for users of horse-drawn carriages, for people on horseback, walking, and on bicycles. Boulevards were designed to function as a park-like setting where all levels of society could meet and interact in public. In the early 1900s, automobiles were

fundamentally different than the modern vehicles we own today: they were challenging to maneuver, needed more room for wider turns, and were also significantly slower. The slow, cumbersome automobile mixed well with people on foot and on bicycles and horseback. Boulevards were able to function as pleasant places for people and be safe for all modes of transport.

When boulevards were introduced to Seattle, landscape designers considered the needs and safety of all the desired users of a space -- not just the elite pleasure drivers. For instance, writing about Interlaken Boulevard, John Charles Olmsted of the Olmsted Brothers firm wrote of his concerns in 1909:

there has been what seems to me to be a most undesirable omission of a walk paralleling... the drives. My experience in parks elsewhere leaves me without the slightest doubt that is essential for the pleasure and convenience of both drivers and pedestrians.

The widespread adoption of the automobile as a form of everyday transportation later in the twentieth century fundamentally altered the use of the boulevards. Jennifer Ott described this degradation of the original boulevard system:

The boulevards were planned the same year the first car arrived in Seattle, so it is not surprising that they aren't necessarily well-suited to the level of vehicle traffic that often uses them today.

As the popularity of the car grew, particularly after WWII, city planning generally focused more on how to accommodate vehicles on streets, including boulevards. This caused the bicycle and pedestrian experience on some of our boulevards to be seriously degraded.

The ultimate example is SR520 and the off-ramps to the Arboretum, which utilized Lake Washington Boulevard as a "temporary" detour to Madison Street until the RH Thomson Expressway could be built -- a design that has taken more than 60 years to reverse or at least, we hope, to reduce the damage to both the Arboretum and Lake Washington Boulevard. It is also apparent on boulevards where traffic volumes overwhelm adjoining spaces, and Montlake Boulevard, which has lost green space due to lane expansions.

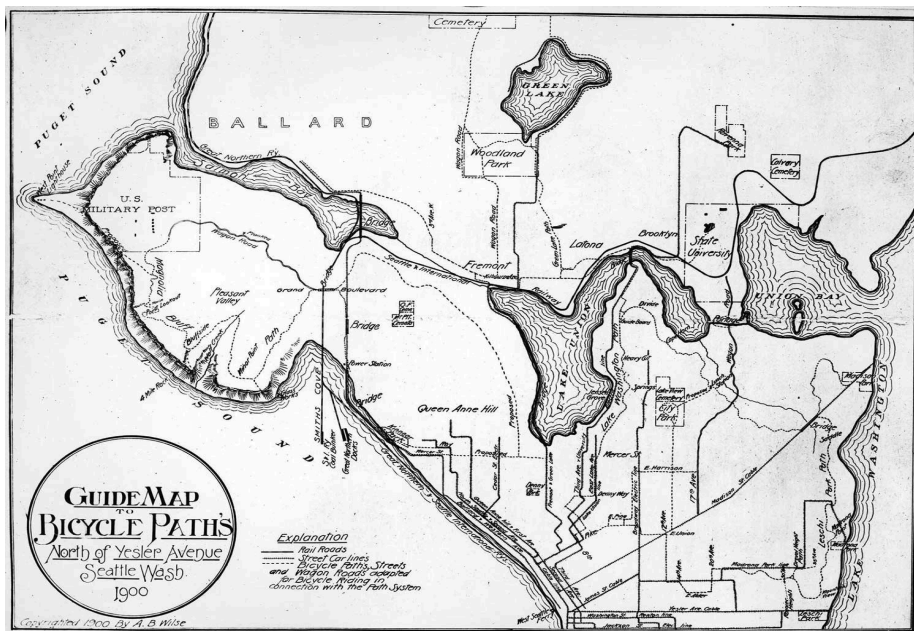
The boulevards serve as linear parks and it is important to recognize their dual function as a transportation route and park.

While boulevards were conceived of as having a dual function of park and transportation route, often times the "dual function" of boulevards became a singular function as cars began to dominate the landscape. The transportation route function began to dominate the historic boulevards as well, at the expense of these special streets being kept as part of Seattle's public park network.

The Seattle Parks and Recreation Department continues to struggle to define when boulevards contribute to open space and when they do not. According to SPR's 2011 Gap Report Update "Boulevards without park amenities e.g. Queen Anne and Montlake boulevards" were not "counted as Usable Open Space."

From the perspective of the diverse public, it is the presence of fast-moving cars that often negates the park-like function of boulevards, while the regulation of vehicles enhances park-like

qualities. For instance, East Interlaken Boulevard in Interlaken Park has few park amenities, but because part of it was closed to everyday vehicles, it has become one of the most loved “park” boulevards in Seattle for people walking, biking, jogging, birdwatching, dog walking, etc.



Local Bicycle Paths 1900 drawn by the photographer A. Wilse

<https://sherrlock.files.wordpress.com/2011/06/map-of-bike-paths-web1.jpg> From an article on Seattle's early bicycle system described by Paul Dorpat see <https://pauldorpat.com/2011/06/25/seattle-now-then-bikers-choice/>

In the past few decades, historic preservation advocates began to take more notice of the degradation of Seattle's boulevards. Following a wave of growing awareness of historic preservation in Seattle and around the country, local advocates began to recognize, celebrate, and protect the historic boulevards. Seattle was a founding member of the National Association for Olmsted Parks, and according to FSOP' Don Harris (see Appendix B for his remarks) Seattle was “recognized for having one of the best preserved Olmsted Park systems outside of New York and Boston.”

The Friends of Seattle's Olmsted Parks has been instrumental in the work to document and preserve Seattle's rich legacy of boulevards. The City has also designated some of these boulevards as City Of Seattle Landmarks including Cheasty Boulevard, Queen Anne Parkway (boulevard), and Interlaken Boulevard. Currently, there is no accurate shapefile of these designated landmarks (they are simply points rather than polygons or lines). **We strongly recommend creating a shapefile of all designated landmarks and historic districts in the city of Seattle** that can be overlaid onto SDOT and Parks maps and used for analysis and land use planning.

What is the future of boulevards in Seattle? Seattle's Parks and Recreation 2011 Development Plan says new boulevards “will be developed in accordance with the Seattle Transportation Strategic Plan, with undesignated boulevard treatment or greening of streets pursued where feasible and desired by local community (and as coordinated with Seattle Transportation).”

The 2016 workshop and report are an attempt to look at the best use of current boulevards and determine how they can function equitably as both parks and transportation for all.

Section 3.

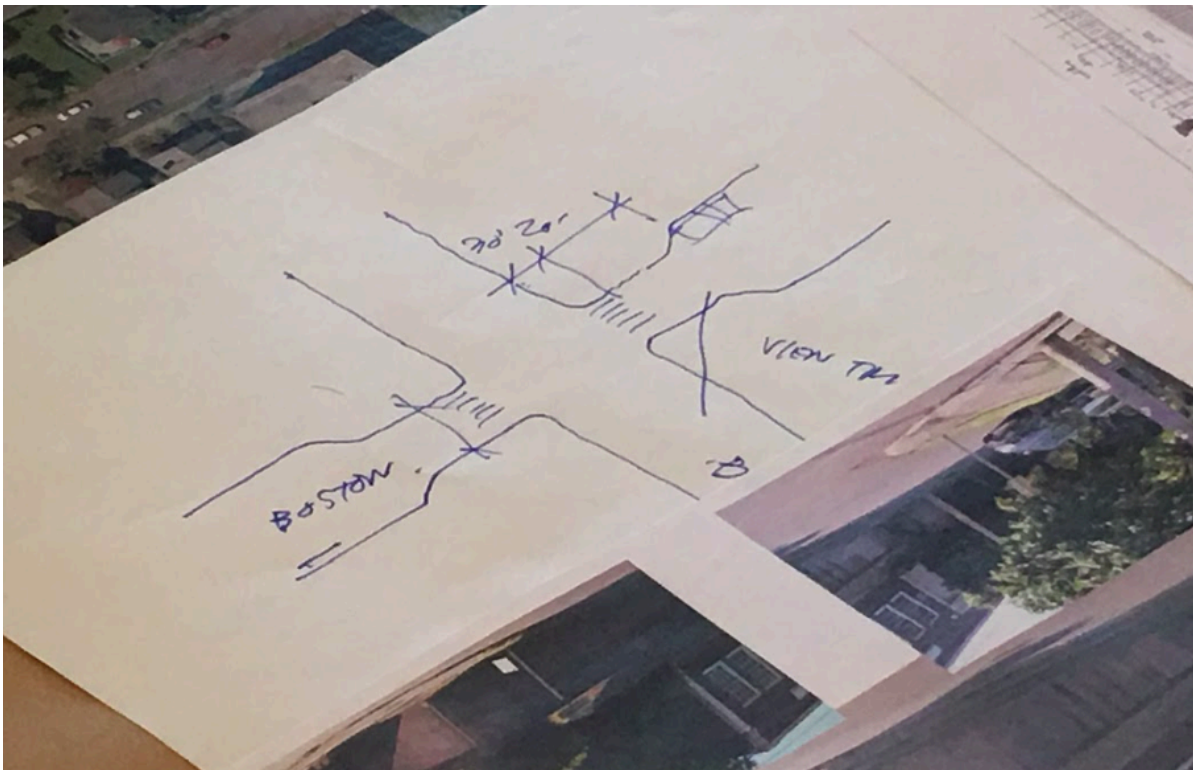
2016 Boulevard Workshop Summary and Findings

The 2016 Boulevard Workshop was held on June 27, 2016 in the Lawn Bowling Clubhouse in historic Jefferson Park on Beacon Hill. The attendees were comprised of experts in landscape architecture, planning, engineering, and representatives of departmental and non-profit stakeholder groups (see appendix H for a list of attendees).

Don Harris (FSOP) and Jennifer Ott (FSOP) gave an overview of Seattle's boulevard history (see appendices B and C). They were followed by representatives of the three City departments that sponsored the workshop: Darby Watson (SDOT), Christopher Williams (SPR), and Erin Dougherty (DON) who gave introductory remarks (see appendices D, E & F).

Cathy Tuttle (SNG) and Gordon Padelford (SNG) introduced the hypothetical design challenges of the day (see appendix I). SNG had assigned attendees to four tables, each carefully constituted to maximize a diversity of expertise and viewpoints. After the first design challenge, each table reported on their discussions, and then repeated the process for a second design challenge.

The Workshop transitioned to a discussion of design and collaboration principles (see appendix G for the original list). These principles are distilled in the following pages.



Principles for collaboration

The high level principles for collaboration that were discussed at the workshop can be summarized as follows.

1. Get the right people, representing diverse interests, around the same table early!
2. Discuss and identify the problems together before deciding on solutions.
3. Examine a number of different options to solve the problem.

Principles for design

The high level principles for design that were discussed at the workshop can be summarized as follows.

- Work with relevant stakeholders and the public to seek to understand the historic intent, as well as the present needs, challenges, and desired user experience to guide the design. Design for people and their needs - not just for cars.
- Consistently replace like with like and strive for consistency and context sensitivity.
- Safety of the public is a moral imperative for all City infrastructure.



Cheasty Boulevard. Photo by Seattle Neighborhood Greenways

City of Seattle departmental design intent

The June 2016 workshop also delved into the principles and design intent for boulevards developed by Seattle Department of Transportation, Seattle Department of Parks and Recreation, and Seattle Department of Neighborhood's Historic Preservation program.

Seattle Department of Transportation review process considerations

Safety is our paramount priority and value.

Seattle Department of Parks and Recreation Design Intent for Parks, Boulevards, and Trails

Design guidelines and landscape [plans](#) to be developed for specific park boulevards or trails should:

1. establish a visual sense or character of public park property;
2. respect the original design intent and historic use of the boulevard system;
3. provide a design continuity discernible to persons using the boulevard or trail for park, recreation, or transportation purposes;
4. allow public use of park boulevards and trails that is appropriate to the size, scale, and capacity of the facility;
5. provide improvements on park boulevards and trails that are compatible with the neighborhood and appropriate for the user community;
6. provide a safe and accessible route for pedestrians. Other non-pedestrian uses, such as bicycles or skates, may be accommodated, if appropriate. Automobile traffic should be restricted to portions of boulevards that are intended to function as street roadways;
7. eliminate and prevent boulevard or trail property from being used for private parking spaces;
8. allow access across park boulevards or trails for driveway, pedestrian walkway, utilities, or other necessary purposes if such access is a legal right of the adjacent property owner and if other access is not available;
9. encourage property owners adjacent to park boulevards to participate in landscape improvement and maintenance, consistent with Department design guidelines and landscape plans;
10. seek to minimize disruption for park boulevard or trail users and neighbors when making changes or improvements that have been determined through a public review process;
11. include visible markers to identify park boulevards or trails.

Definition of Terms:

*** Design Intent** - the long term results to be achieved, encompassing both aesthetic and utilitarian considerations. Design intent will direct or influence decisions about the design, development, improvement, and recreational use of park property.

**** Design Guidelines** - the written descriptions of design features that may be allowed, such as trees, other plantings, walkways, driveways, type of curb, etc. Design guidelines may specify a size, type, color, location, and other relevant specifications for a design feature. Design guidelines may include a range of choices or recommendations.

***** Landscape Plans** - drawings showing the location and type of elements desired, for the purpose of planning and implementing future improvements.

Seattle Department of Neighborhood's Historic Preservation review process considerations

Proposed alterations – is the property a landmark or located in a historic district?

- Review resources available on Department of Neighborhoods (DON) website; lists and maps
- Contact appropriate landmark or historic district coordinator
- Consult related code sections, guidelines, agreements, and standards

Ownership - if the applicant is not the property owner, contact the owner and collaborate on the proposal. All applications require the property owner's signature for approval.

Potential Briefings - depending on the scale, complexity, or other possible challenges of a proposal, informal briefings to the Architectural Review Committee (ARC) may be beneficial. The goal is to have early input, look at possible alternatives, involve the Board members in the development of the project, and have a level of comfort moving forward with the proposal. The appropriate number of briefings varies depending on the project.

Parallel Reviews - during development of the proposal seek input from stakeholders including adjacent property owners as well as advocates for historic preservation and active transportation that may be required to review and approve the proposal.

Application – Certificate of Approval to be submitted (signed by the Owner), accompanied by the fee, and all of the design / construction documents as outlined on the form.

Staff Review - possible corrections or supplemental information may be requested to make the application complete.

SEPA - if the project requires review under the State Environmental Policy Act, notice of this decision must be issued by Seattle Department of Construction & Inspection (or the responsible agency) before final Board review is scheduled.

Architectural Review Committee – final presentation to determine level of support for the proposal.

Landmarks Preservation Board - final presentation to take action on the proposal.

Certificate of Approval – the documents are processed, accompanied by a letter that is submitted to SDCI. Associated permits may then be issued.

Proposed Next Steps

1. **Work to more clearly define and map the boulevard system.** There is not a consistent or clear definition of boulevards in Seattle, and there is not a comprehensive map of boulevard locations. Create a map of overlapping boulevards, streets, and designated landmarks to guide collaboration of all of the City's boulevards.
2. **Create an Interdepartmental Implementation Team** to finalize the project development process (and flowchart).
3. **Anticipate Future Collaboration Opportunities/Challenges** by using the SDOT workplan to see where proposed projects overlap with park property and historic designations.
4. **Test the process** by putting an identified project through the flowchart process early on in the project development. Refine the process as needed based on this first test.
5. **Proactively reclaim space for people** by revisiting the status quo of motor vehicles being allowed on nearly all Park Department boulevards and park owned streets. Proactively examine whether there are some locations (perhaps such as Lake Washington Boulevard in Colman Park) where limiting motor vehicle speed and access the street would dramatically improve the park visitor experience without major disruptions to the transportation system.
6. **Continue conversations between non-governmental stakeholders** to build ties and and a broad coalition of stakeholders who care about boulevards and connecting people to and through parks. Invite FSOP and/or SPR to give a presentation to SDOT's Seattle Pedestrian Advisory Board and Seattle Bike Advisory Board.
7. **Track and celebrate what is working** such as the collaborative efforts between the Seattle Parks and Recreation Department and SDOT's Neighborhood Greenway program. Create a repository of successful collaborative efforts, design details, and projects.

Section 6.

Appendix Of Resources

A) Useful Links

- B) Don Harris' (Friends of Seattle Olmsted Parks) introductory remarks
- C) Jennifer Ott's (Friends of Seattle Olmsted Parks) introductory remarks
- D) Darby Watson's (Seattle Department of Transportation) introductory remarks
- E) Christopher Williams' (Seattle Department of Parks & Recreation) introductory remarks.
- F) Erin Dougherty's (Seattle Department of Neighborhoods) introductory remarks.
- G) Principles Discussion bullet point notes
- H) List of Workshop Attendees
- I) Design Challenges
- J) Maps

A) Useful Links

Secretary of Interior's Standards for Rehabilitation:

- <http://www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Shared/SOI-Standards-for-Rehabilitation.pdf>

Website for Landmarks:

- <http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/landmarks>

Website for Historic Districts:

- <http://www.seattle.gov/neighborhoods/programs-and-services/historic-preservation/historic-districts>

SDOT's definitions of boulevards and maps

- <http://www.seattle.gov/transportation/streetclassmaps/boulevardlegend.pdf>
- <http://www.seattle.gov/transportation/streetclassmaps.htm>

Friends of Seattle's Olmsted Parks: Designed, Recommended, Influenced

- <http://seattleolmsted.org/parks>

Olmsted Online has key plans for Olmsted projects across Washington State.

- OlmstedOnline.org

Olmsted Brothers firm's correspondence about Seattle's Parks and Boulevards

- <http://www.digitalarchives.wa.gov/> Search for Olmsted Project Records

Bands of Green. Plans looking to expand on the boulevard vision and provide green connections

- 2007 Plan: <https://www.seattleparksfoundation.org/file/2014/step-up/Bands-of-Green-Final-Plan-2007.pdf>
- 2011 update: https://www.seattleparksfoundation.org/file/2014/dig-in/bandsogreen_report_2011.pdf

B) Don Harris (FSOP) introductory remarks



Good Afternoon, I am Donald Harris and have recently retired after a long career with Seattle Parks and Recreation.

I want to thank Cathy Tuttle, Bob Edmiston and Andy Sheffer for asking me to speak because this is a topic and issue that is important to me! While I am honored to be the leadoff keynote speaker, I am neither a designer or content expert. What I bring to the table is my experience having spent a long career in directing and managing the physical development of parks and acquisition of land for Seattle's Park system. But let me state for the record, despite rumors to the contrary, I was not here when the Olmsted firm did their plan. I have been however a catalyst for reawakening Seattle's recognition and appreciation of it's Olmsted Parks Legacy, dating back to the middle seventies and continuing to today.

In the seventies and well into the eighties (the Forward Thrust era) the Seattle Design Commission asked the Parks department and our design consultants, as improvements were proposed to the park system, if we understood the legacy and history with which we were dealing? In many cases we did not, and were sent back to the drawing boards to do the research to insure that we did our research and understand it before we proceeded. (ie. Lake Washington and Interlaken reports).

In 1980 Seattle Parks and Recreation responded to a crisis in a Buffalo, New York Olmsted park, which brought together a number of American cities that had and have a shared legacy of Olmsted designed parks and parkways. As a result, we were a founding member of the National Association for Olmsted Parks. Shortly thereafter, Seattle Parks again was the catalyst for the formation of the Friends of Seattle's Olmsted Parks.

In 1984, we had a national Olmsted conference in Seattle, and were recognized for having one of the best preserved Olmsted Park systems outside of NY and Boston. You get the point I am sure, this is a big deal and it is of national significance!

For the last thirty plus years, the Friends have been instrumental and in the forefront of conducting the research and documentations of our historic park system. I will let Jennifer Ott talk in more detail about that.

Seattle Parks and Boulevards are by city charter under the jurisdiction of the superintendent of parks and recreation. While I cannot speak for the department, there should be no question, that as we examine the need to accommodate safe and equitable access **specifically** to parks and boulevards, it is the Parks Department that needs to be at the head of the table, despite the fact SDOT will be the initiator of many of these projects. We all need to understand the resource and as our notepad said in 2003 as we celebrated the centennial of 1903 Olmsted plan, "Celebrating our Olmsted Legacy and inspiring the future".

Make no mistake, we all understand that cities continually evolve and need changes, but at the same time we need to understand this unique resource that Seattle is so fortunate to have and ensure that it continues to be there for future generations.

It may be a challenge, but if we work together good solutions **can certainly be found**.

Thank you.

C) Jennifer Ott (FSOP) introductory remarks

Greenways, Parks, and Boulevards Charrette – June 27, 2016

Introductory Remarks by Jennifer Ott, Friends of Seattle's Olmsted Parks



Bicycle paths and boulevards have been intertwined in Seattle's history for over a century.

The first city-wide plan was developed by Assistant City Engineer George Cotterill in 1897 and 25 miles were developed by 1900. Those bicycle paths often served as the basis for Seattle's boulevards. Seattle was a growing city in the late 19th century, but that growth exploded after 1897, when the Klondike Gold Rush began and Seattle became the supply depot. The city invited John Charles Olmsted to develop a park and boulevard system in 1903. You can see the boulevards, many of the ones in the north end and east side of the city followed those original bike paths. This is the 1903 plan. It was followed a short time later, in 1908, by a supplemental plan that incorporated the recently annexed areas of the city.

As Olmsted laid out the park and boulevard system, he wanted to capture the lake and mountain views and celebrate the landforms of the city. In his designs, he widened the parkland along the boulevards where they passed through ravines to encompass the surrounding woodland. Boulevards/parkways provide a way to experience and celebrate the landscape and topography of Seattle and as Olmsted noted, its "advantages of water and mountain views and of woodlands, well distributed and conveniently located." This is the genius of this place where we have all chosen to live. Views across Lake Washington or into a wooded ravine, or out onto Puget Sound.

A traditional city grid street system forces the landscape to conform to the city. Olmsted boulevards take advantage of the topography and surrounding landscapes to capture a sense of place. The goals of the boulevard system were to create:

- routes that were beautiful,
- could safely accommodate multiple modes of transportation,
- provide connectivity between parks and greenbelts in the system and between different parts of the city.

These are goals we still aspire to today. Everyone here is looking for ways to move people through the city, provide safe and welcoming routes to parks and greenspaces, and to accommodate a wide range of users.

What are the guiding Olmsted Principles?

Frederick Law Olmsted Senior (known for his work on Central Park, the 1893 Columbian Exposition in Chicago, and the Emerald Necklace in Boston), was a functionalist. He believed that successfully addressing function was the basis of good design, but it should be done in such a way as to seem natural.

John Charles Olmsted, his nephew and stepson, (known for his work on park systems in a number of cities, state capitol campuses, and university campuses) was more focused on solving practical problems but always with the aesthetic experience in mind.

We've passed out a one-page list of Olmsted design principles. These will give you a sense of the framework Olmsted and his associates worked from in their planning and design in Seattle. One of the keys to an Olmsted design is that it seems natural, elements of a design do not stand out or draw attention to themselves.

The goal is to subordinate any manmade structure in a landscape park.

Olmsted Senior described this ideal in an 1882 article: "while we have passed it by without stopping, and while it has not interrupted our conversation or called for remark, may possibly...have touched us more, ...may have had a more soothing and refreshing ...influence." *Frederick Law Olmsted, "Trees in Streets and in Parks," The Sanitarian X, No.114 (September, 1882): 518.*

In general, John Charles Olmsted urged

- avoiding formality and stiffness,**
- designing on curves,**
- having cement work darkened to harmonize with the surroundings.**
- depending on the circumstances he wanted the landscape to relate to its context, more formal in the built up neighborhoods and very natural along the parkways.**

Circulation was a very important design consideration for the Olmsted firm in every level of work they undertook from how the paths crossed a landscape to how the boulevards were laid out and functioned. Olmsted focused on circulation as the underlying design element.

- Goal to experience the place not the road/path for its own sake
- Have the manmade elements disappear/be unobtrusive
- Capture the views
- Retain a natural character
- provide a way to experience and celebrate the landscape/topography of the city

The ideal boulevard was a broad corridor of parkland 100-350 feet wide that would accommodate all modes of travel within the width of the boulevard. The reality when the land was acquired was often a much more constrained width (typically just 120 feet in width). Also they weren't typically built out as fully as intended.

The boulevards were planned the same year the first car arrived in Seattle, so it is not surprising that they aren't necessarily well-suited to the level of vehicle traffic that often uses them today.

As the popularity of the car grew, particularly after WWII, city planning generally focused more on how to accommodate vehicles on streets, including boulevards. This caused the bicycle and pedestrian experience on some of our boulevards to be seriously degraded.

The ultimate example is SR520 and the off-ramps to the Arboretum, which utilized LWB as a "temporary" detour to Madison Street until the RH Thomson Expressway could be built – a design that has taken more than 60 years to reverse or at least, we hope, to reduce the damage to both the Arboretum and Lake Washington Boulevard. It is also apparent on boulevards where traffic volumes overwhelm adjoining spaces, and Montlake Boulevard, which has lost green space due to lane expansions.

The boulevards serve as linear parks and it is important to recognize their dual function as a transportation route and a park. How the transportation function is defined and balanced is what brings us here today, but that always needs to be done in the context of it being a park facility.

Identifying ways to make it clear that park boulevards are park facilities, will go a long way in preserving their historic function and ensure they are functional for multiple uses.

How do we protect this resource for future generations to enjoy?

Ideally, the first step in approaching a proposed project is to assess the historic resources that are at or near the project site. By doing this, we can start with an understanding of what needs to be preserved while meeting the needs of boulevard users.

This is a common practice in transportation projects. For example, following NEPA requirements, WSDOT assesses the historic resources that their projects might impact, evaluates if

there are alternative solutions, and involves all the stakeholders from the beginning of a project. The successful result of this approach is evident in the SR520 solutions being evaluated right now. Seattle is also fortunate to be recapturing parts of Lake Washington Boulevard and the Arboretum when 520 gets rebuilt. As part of that effort FSOP and others had to work hard to make sure that the Boulevard and Arboretum wasn't even further degraded by an enormous intersection just where the off ramps had been for so many years. We are fortunate that there is a resurgence of voices supporting a balance between boulevard users. With a more balanced approach we can recapture the intent and purpose of our boulevard and parkway system.

Another helpful step is to look at the context surrounding the project area. Sometimes by looking at a larger area, we can find solutions that don't require an impact on the historic resource.

To help the process of understanding the resource, FSOP has been working over the years to gather the information about the Olmsted planning for Seattle so that it is easier to fully understand the Olmsted intent in laying out our park and boulevard system:

- The Olmsted Brothers firm's correspondence about Seattle's Parks and Boulevards is now indexed on the Washington State Archives website and provides an excellent insight into John Charles Olmsted and his colleagues thinking and goals.
- Olmsted Online (OlmstedOnline.org) which has key plans for Olmsted projects across Washington State. The information from these two sites complement each other and help tell the story of the Olmsted vision that guided the development of our Park and Boulevard System.
- In addition, WDSOT is funding the documentation of Seattle's Olmsted-designed parks and preparing a nomination of Lake Washington Boulevard to assist in the resources' long-term protection.

Once we have identified the elements and character to protect, we have a number of tools to work with, including the Secretary of Interior Standards (<https://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/>), which lay out best practices for any alterations to a historic resource.

It isn't just the structures or features, such as a wall or road configuration, which are of concern, but also the grading, spatial organization, vegetation, water features, views, as well as circulation.

This is important because preservation is not only about protecting visible elements of a landscape, it is also about protecting the functions of the landscape - what people were intended experience in that place.

Experiencing a boulevard or parkway is complicated because it is not a stationary experience but rather it includes the flow of the experience, the visual qualities as one moves along the route and how those tie together to provide a unified experience.

FSOP's goal in stewarding Seattle's Olmsted legacy is to work cooperatively with City agencies to retain the character and purpose of this unique resource and to recapture what has been lost through neglect or ignorance in the past. We have worked on many significant projects over the years, including:

- Cal Anderson Park
- Cheasty Boulevard and Mt Baker Station
- Volunteer Park
- Lake Washington Boulevard
- Queen Anne Boulevard
- Magnolia Boulevard
- Interlaken Boulevard
- Arboretum, Lake Washington Boulevard and 520
- Seward Park CSO

Why do we care so much?

Without understanding the uniqueness of this resource, it is easy to make incremental changes and not realize until too late that the quality that we treasure and enjoy has been lost. FSOP spends a lot of time trying to recapture what has been lost through neglect and ignorance. We also work to prevent a "death by a thousand cuts" to the system and its individual elements.

What is possible in the future?

It is not for history's sake that we value this resource, it is for the incredible gift it has provided us and all the generations before and after us. Each time the boulevards are diminished by incremental changes that do not respect their character or understand their function, we lose something irreplaceable.

John Charles Olmsted presented his plans for Seattle's Parks and Boulevards stating *"The larger supplementary scheme intended to be kept in mind and accomplished to such an extent as may prove practicable from time to time in the future."*

Since the 80s there have been attempts to identify ways to extend the boulevard system to other parts of the city. This is, of course, challenging in an already built up city. But the Greenways effort can go a long way in helping that happen, at least at the scale for pedestrians and cyclists, and we are eager to collaborate.

Even for greenways it is a difficult challenge to figure out how to route them through our built-out street network. Looking not only to find ways to make safe routes but to seek ways to make the routes "pleasurable" as Olmsted would have said will enhance their long-term value to the neighborhoods and help to extend the advantages that our boulevard system has to all parts of the city.

We are enthusiastic about this undertaking today because we are hopeful that we can all gain a better understanding of Seattle's boulevard and parkway system, which we are so fortunate to have, and that we can move toward a much more collaborative process of identifying solutions.

A solution cannot just be about the historic value or just about access or just about safety, it needs to look at all site needs and identify ways to solve the issues in a way that addresses the needs without damaging the resource. This will require thinking outside the box and remembering to look broadly at the context of the issue. But as Donald said at the beginning the first step is to understand the resource. We hope we can be helpful in that process.



D) Darby Watson (SDOT) introductory remarks



I'm Darby Watson, I'm the director of project development for SDOT and this is an event that we're very excited to be here and work with you. We most recently passed policy legislation about Vision Zero in trying to get our severe injuries and fatalities in the city down to zero by 2030. And even though our numbers are pretty close to Sweden that's still a big lift, and we've had a lot of these projects where we kind of cross paths and look at ways to keep our system safe and keep all of our users safe, and at the same time support the legacy of the Olmsted boulevards. My background is in landscape architecture and I went to Franklin High School, I know the Olmsted boulevards very well and I'm very supportive of how we can find an innovative way to bring these two systems together and make them work for today.

E) Christopher Williams (Seattle Parks)
introductory remarks.

Thank you to Jennifer, and I think we all really appreciate your deep thinking about sort of the proposition of how we got our Olmsted parks and really our kind of collective duty to preserve them and to really steer away as much as possible from most common denominator solutions and choices so that's what I took away from your presentation so thank you for that. I also want to thank Cathy for setting this up and sort of having the mass to collect everyone in the same room. Thank you for that, you have been a leader in the whole greenways discussion and non-motorized transportation as it relates to parks and greenways across the city.



The park department about maybe two years ago got engaged in a discussion with the community, on what is our role, using our greenways, our bikeways, our trails, our resources, to improve non motorized access to our parks. And one idea we came up with and we were having lots of discussion with the community, to put a park district ballot measure on the ballot for voters which they would ultimately approve in 2014, was this concept of funding greenways and there are two components to the measure that was ultimately passed in this area. It's roughly a \$300,000 plus initiative, funded for 3 years, as i said it has 2 initiative areas.

One is a capital side, which will focus on creating access to our parks and roadways, entryways, sort of has an aesthetic focus, but actually how do we help people get from the road and to the interior park and make use of the resources inside the park? That's one element.

The second element, is a focus on socialization or programming. We've taken tours to Vancouver, to Portland, and people like to compare Seattle to what Portland's doing. One of the things that we discovered that made their greenways maybe a little bit better than ours in some cases, is the fact that they actually had a staff person who programs greenways. So some of this funding that we have will be used to hire a staff person to work with SDOT, be really committed to working with SDOT, to really engage our collective resources to activate the greenways. So we're in this, I'll say a little bit more about our precious Olmsted boulevard system. And I totally agree with I can't remember who made it, the "death by a thousand cuts." This system is so special. I've had an opportunity to tour parks systems across the country, and you know, they don't have what we have, they don't have a park like this as it sits on some of the highest hills in the city where you can see all of downtown.

You know, we are a collection of great parks and great systems that get people from park to park. I think we have a collective duty to sort of preserve that as much as possible and allow for the safe movement of the public, in a way that sort of respects the history and in a way that is safe and sound for young people and families, so thank you for being here and thank you for your hard work.

F) Erin Doherty (DON) introductory remarks.



I'm here to represent the historic preservation program and not just landmarks but also districts. I'm joined by Sarah Sodt the city preservation officer, and she is a coordinator for landmarks as am I, and we have different geographic areas of the city. But although the two historic resources we're going to talk about today, one's a bike path and one's a blvd, there are many parks in the city that are designated whether they fall within a district or are individually landmarked. I just wanted to let you know what I brought today, and you probably can't see all of it today while sitting here but for you to take with you, there's a brochure about landmarks and the program and process. And there's also one about the 8 historic districts, but I would encourage you to look at our website because in addition we have a lot of resources that are available on our website related to lists and maps, and all the codes and guidelines, etc.

There was a question about process and I think that's a big part of why we're all here today is to talk about how we can work on any proposed alterations and improvements together. Within the brochures there are a number of different things in there that we want to leave in there for you as resources. I won't go through all of this because it could take me 20 or 30 min to describe it all. Just to bring it to everyone's attention, if something's going to be proposed, whether it's by a property owner, or an outside party, stakeholder, or tenant, important things to know are, first stop and say is this a

landmark or is this work in a historic district? And being able to determine that you can find that information on our website or you can call a coordinator. So there are 4 coordinators that do districts and there's a cheat sheet here for everybody, and there are 2 coordinators as I said for landmarks, so everyone's contact information is here and I urge anyone, if there is work happening that's a landmark or a district to call us right away. That's really the first step, because then we can lead you to what are the guidelines for this district, what are the controls for this landmark, how does the process work, and to provide some guidance on how to start that dialogue. Because it's not always as easy as just filling out an application, because sometimes we're talking about complex things or really large projects with long design timelines, so those are all things that I think are really helpful to look at.

And then the Secretary of Interior Standards for Rehabilitation are another thing we've included and I think you've got a copy from us and then also in the green folders because it's so important, you get two. And I won't read from these but it's just important to know that our goal is to preserve historic features because without them these resources can't tell their story, and people don't understand them and don't appreciate them without that. Preservation of these features and if there's restoration work to do that in an appropriate manner and then if we're proposing to change something, how to do that and to keep it compatible and not detract from the historic character. So that's kind of what these will talk about and these are what our board members use, in addition to any code or guideline or controls for any of the historic resources. Then lastly, Cathy has included the report on designation for the two landmarks you're going to talk about today. I'll just let you know that the last page of Lake Washington Bicycle Path, the back is missing, the important thing to know is that it's the route that's controlled. The important part of this agreement is the controls, and it's the route, so the Queen Anne one has all of the items and characteristics of the boulevard that were protected when it was designated. That's a lot of dry stuff, but I just wanted to mention that before we had those dialogues today so that you have those resources in hand for those discussions.

Thank you.

G) Principles Discussion of what is needed for a successful boulevard system



Interlaken Boulevard. Photograph by Seattle Neighborhood Greenways

- Common design vocabulary/toolbox
 - Consistently replace like with like
 - ADA Challenges
 - Early collaboration
 - Robust public involvement process
 - Work with relevant stakeholders
 - Define the problem together
 - Cars need to work around people
 - Need diverse input
 - reflect totality of society
 - Continuity does not mean speed
 - Keep open minds
 - Be thoughtful
 - Consistency
 - Safety is also non-negotiable
 - Context is important
-
- Perfect shouldn't get in the way of good
 - Understanding intent so solution is informed
 - Remember this is park property (usually)

H) List of Attendees



- Alyse Nelson, Supervisor, Public Space Management, Seattle Department of Transportation
- Andy Mitton, Board President, Friends of Seattle's Olmsted Parks
- Andy Sheffer, Construction Manager, Seattle Parks & Recreation
- Anne Knight, Advisory Board, Friends of Seattle's Olmsted Parks
- Barbara Gray, Deputy Director, Seattle Department of Transportation
- Barbara Wright, Boardmember, Board of Park Commissioners
- Bob Edmiston, User Experience Engineer, Seattle Neighborhood Greenways
- Brian Dougherty, Strategic Advisor, Seattle Department of Transportation
- Brie Gyncild, Central Seattle Greenways, Seattle Neighborhood Greenways
- Cathy Tuttle, Executive Director, Seattle Neighborhood Greenways
- Chip Nevins, Acquisition Planner, Seattle Parks & Recreation
- Christopher Williams, Deputy Superintendent, Seattle Parks & Recreation
- Courtney Landoll, Landscape Architect, Trust for Public Land
- Darby Watson, Project Development Director, Seattle Department of Transportation
- David Dougherty, Board Member, Friends of Seattle's Olmsted Parks
- David Graves, Senior Planner, Seattle Parks & Recreation
- David Malda, Senior Associate, Gustafson Guthrie Nichol Ltd
- Donald Harris, Retired, Seattle Parks & Recreation
- Dongho Chang, City Traffic Engineer, Seattle Department of Transportation
- Eliza Davidson, Board Member, Friends of Seattle's Olmsted Parks
- Erin Doherty, Coordinator, Historic Preservation, Seattle Department of Neighborhoods
- Fred Young, Principal Landscape Architect, Alta Planning + Design
- Gordon Padelford, Policy Director, Seattle Neighborhood Greenways
- Jeff Aken, Regional Planning Director, Cascade Bicycle Club
- Jennifer Ott, Vice President, Friends of Seattle's Olmsted Parks
- Julie Johnson, Professor, UW Landscape Architecture

- Kathleen Conner, Planning Manager, Seattle Parks & Recreation
- Lionel Job, Montlake Greenways, Seattle Neighborhood Greenways
- Lisa Quinn, Director, Feet First
- Lyle Bicknell, Principal Urban Designer, Seattle Office of Planning & Community Development
- Mark Brands, Managing Principal, Site Workshop
- Mark Ostrow, Queen Anne Greenways, Seattle Neighborhood Greenways
- Max Jacobs, Property & Acquisition Services Manager, Seattle Parks & Recreation
- Michael Herschensohn, Queen Anne Greenways, Seattle Neighborhood Greenways
- Michael Shiosaki, Director, Planning & Development, Seattle Parks & Recreation
- Mike Hendrix, Project Manager, Perteet Inc.
- Pam Alspaugh, Senior Landscape Architect, Seattle Parks & Recreation
- Pam Emerson, Green Stormwater Infrastructure Policy Advisor, Seattle Office Sustainability & Environment
- Ranju Uezono, Transportation Systems Intern, Seattle Neighborhood Greenways
- Sarah Sodt, Coordinator, Historic Preservation, Seattle Department of Neighborhoods
- Shane DeWald, Senior Landscape Architect, Seattle Department of Transportation
- Shannon Nichol, Founding Principal Landscape Architect, Gustafson Guthrie Nichol Ltd
- Sue Goodwin, Strategic Advisor, Seattle Parks & Recreation
- Summer Jawson, Neighborhood Greenway Project Manager, Seattle Department of Transportation
- Talis Abolins, Community Leader, Friends of Mount Baker Town Center
- Thatcher Bailey, Executive Director, Seattle Parks Foundation



I) Design Challenges

These two design challenges are intended to spark conversation and generate ideas. No department or organization is officially agreeing to any solution for these locations today. Your ideas may inform design principles for future boulevard safety enhancements. We are aiming to get to agreement of how we use public space by examining specific problems and potential solutions, then moving to a broader discussion of principles.

To help inform your conversations there are maps, photos, and resources about historic preservation and engineering at each table. Additionally, each of your tables is set up so that subject-area experts are evenly distributed at each table.

The Intersection Challenge

Crown of Queen Anne at Bigelow Ave N and Boston St.

Situation:

- Historic preservation: Please take a minute to look over the starred paragraphs of the designation document and the Secretary of Interior's Standards for Historic Preservation. Bigelow Ave N is the street that is part of the designation.
- Parks: The Parks Department has actively been working to reclaim space for people walking along the boulevard.
- SDOT: Boston St is classified as a minor arterial. Boston St at Bigelow has 1,994 cars per day on average passing through (2003 study). The bus stop serves the 3 and 4 routes. This intersection is within the School Walk Zone and adjacent to Queen Anne Elementary School. Bicycle sharrows are marked on Boston St. Sidewalks are present and car parking is permitted on all adjoining blocks.

Hypothetical Challenge: A community group has petitioned the city to make the crossing to the bus stop and the school safer for children and seniors with mobility challenges. The group would also like to restore the historic motion/flow of the boulevard for people walking and biking, which is currently interrupted by arterial crossings such as this one. How will you respond?

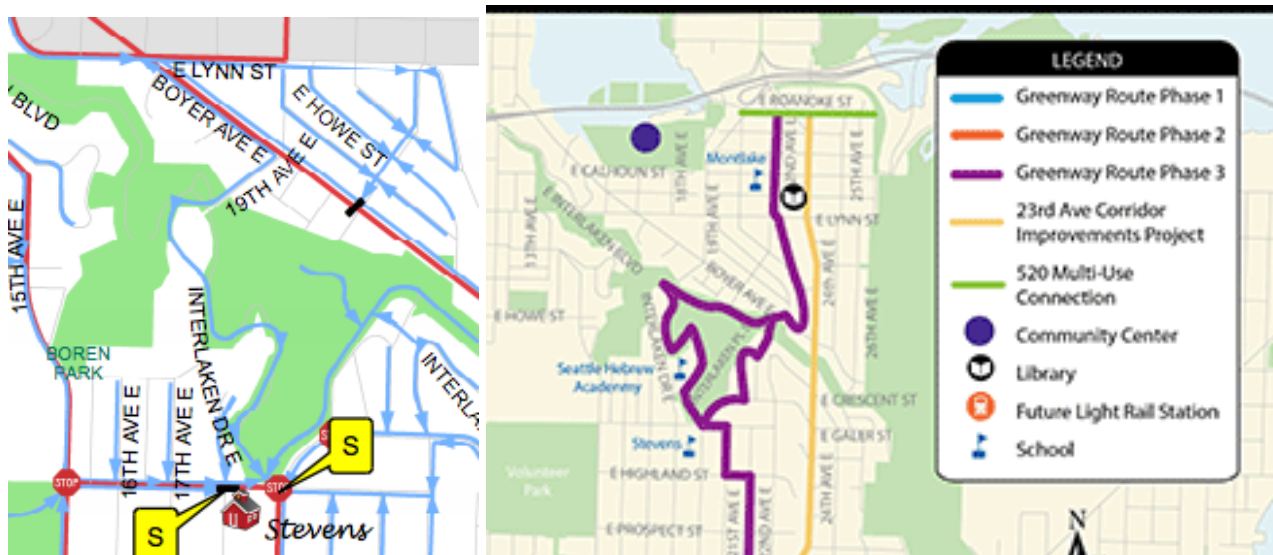


The Shared Street Challenge

E Interlaken Boulevard and Interlaken Drive E

Situation:

- Historic preservation: Please take a minute to look over the designation document and Secretary of the Interior's Standards for Historic Preservation. The Parks Department commissioned 1986 Interlaken Blvd study noted that John Charles Olmsted of the Olmsted Brothers wrote in 1909 that *"there has been what seems to me to be a most undesirable omission of a walk paralleling... the drives. My experience in parks elsewhere leaves me without the slightest doubt that is essential for the pleasure and convenience of both drivers and pedestrians."* The firm also wrote of the blind curves that they were *"too quick and sharp..for a permanent park drive that will be used so much."*
- SPR: Maintenance is a key concern here (landslides closed part of E Interlaken Blvd in the 1980s and part of it remains closed to cars). The 1986 plan noted that *"today, the debate over Interlaken is focused on the intrinsic difficulties of sharing a narrow roadway among pedestrians, bicycles, and motor vehicles."*
- SDOT: Interlaken Drive and Boulevard are non-arterial streets. Stevens Elementary includes these streets as part of their Walk Zone. Interlaken Drive E to E Interlaken Boulevard to 21st Ave E has been designated a neighborhood greenway, although no traffic calming interventions have been installed. Grades on nearby N-S streets are very steep (and lack ADA access). Sidewalks are not present. Widths vary from 16-24'.

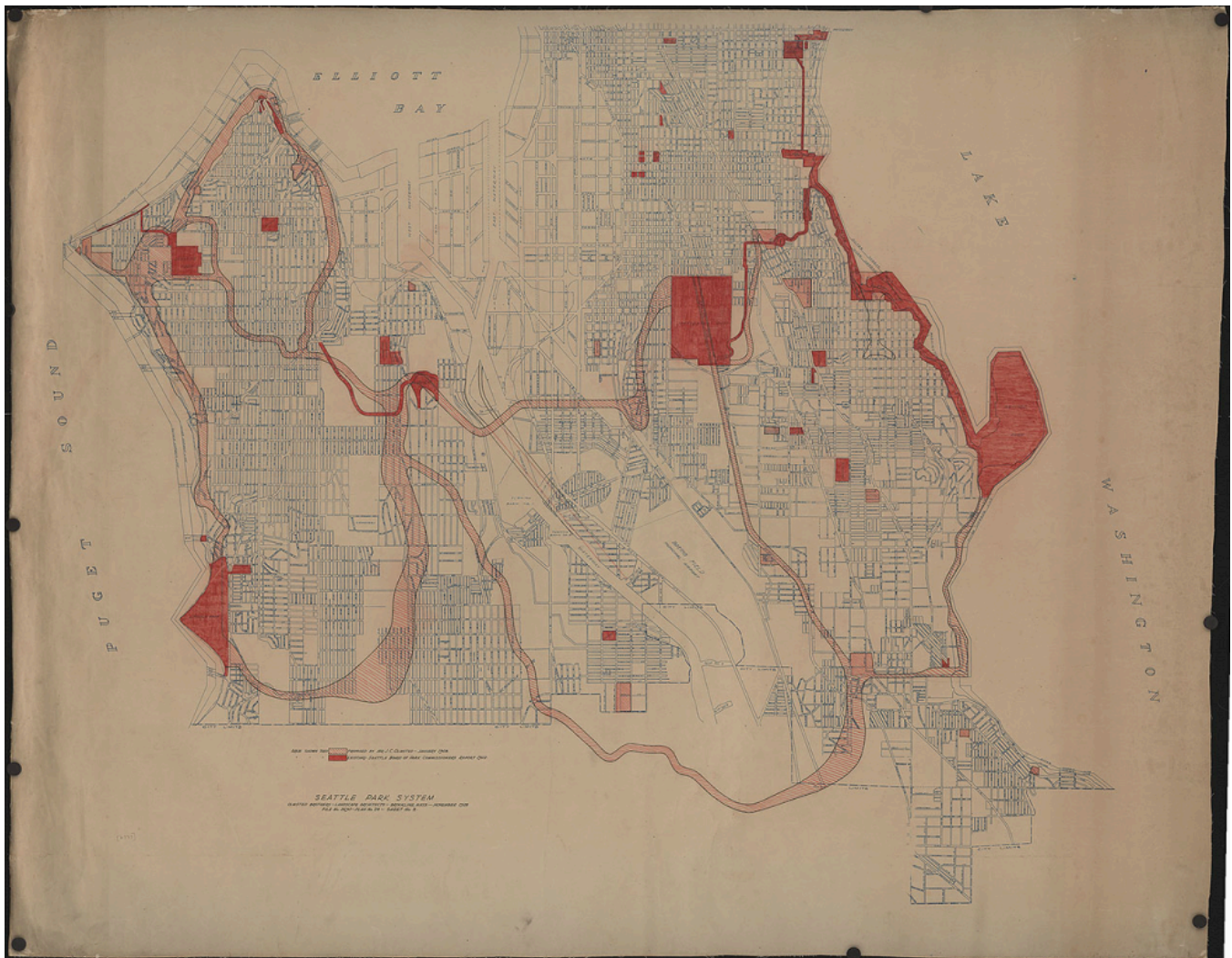


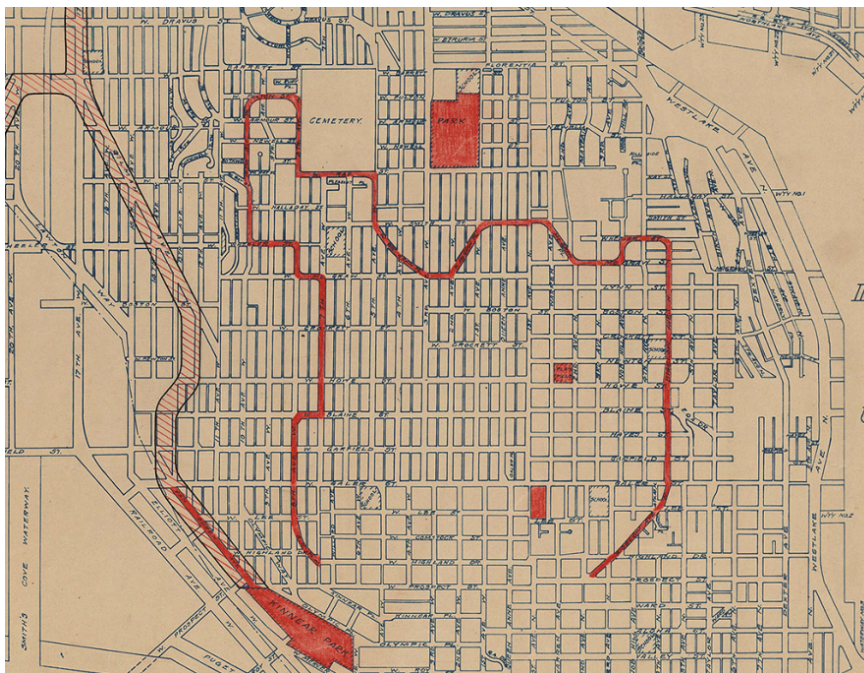
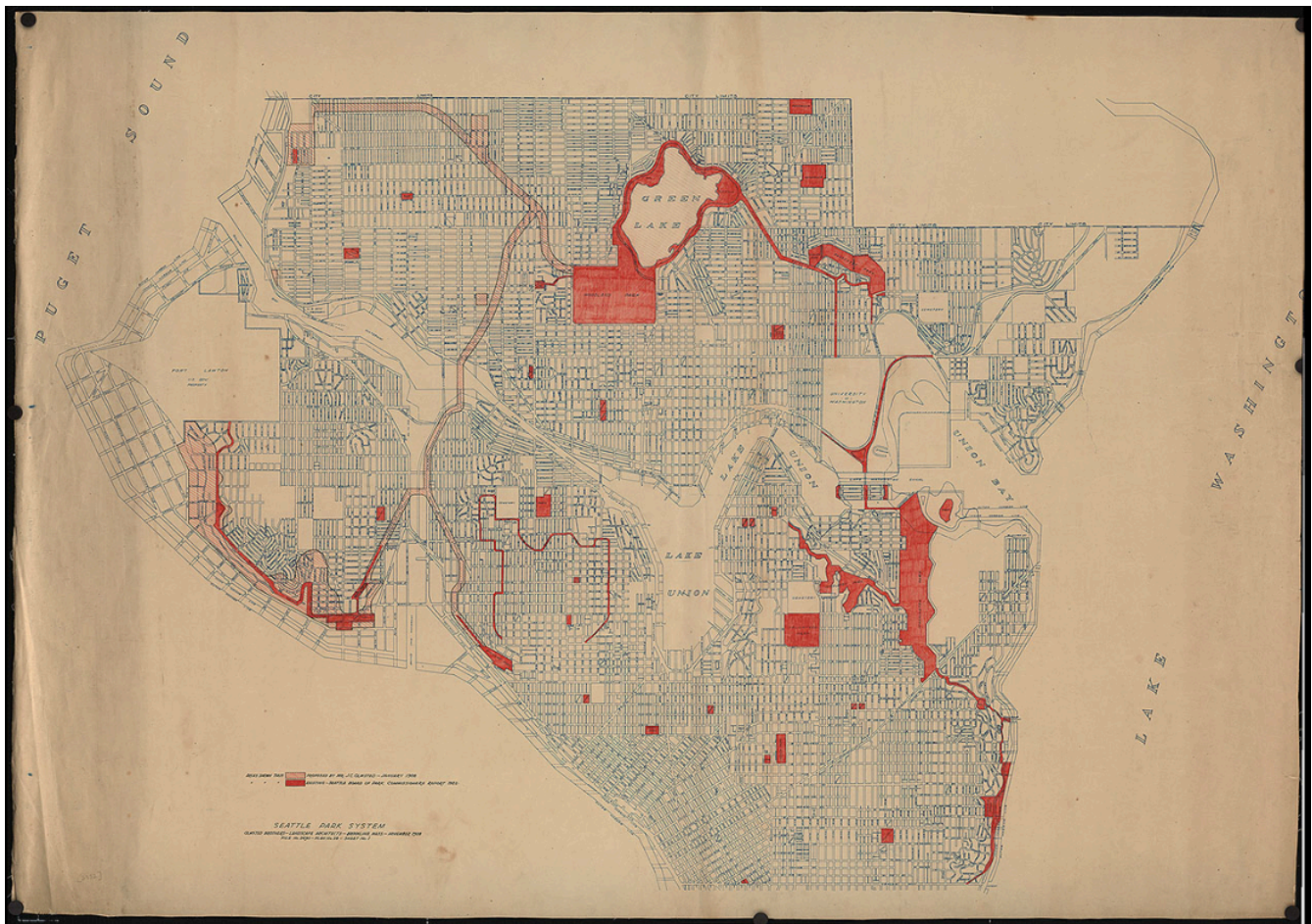
Hypothetical Challenge: Using the Olmsted and 1986 Park reports that found safe, comfortable access along Interlaken Drive and Boulevard a challenge, a community group is petitioning the City to find solutions for people who walk and bike to safely share the roadway. In particular this group is concerned about children walking to Stevens Elementary School and people biking along the neighborhood greenway. For this challenge, we will take a wider look at more than just one intersection. How can we address these longstanding concerns?

J) MAPS

The very first recommendation of this report is to **clearly define and map Seattle's boulevard system**. There is not a consistent or agreed upon definition of boulevards, parkways, and park drives in Seattle among the departments that lay claim to their management and design review. There is not a comprehensive map of these street locations. Seattle Parks, Seattle Department of Transportation, and the Department of Neighborhoods must create a common map of overlapping boulevards, streets, and designated landmarks to guide future interdepartmental collaboration and allow our shared streets to evolve to meet the open space needs of future generations while preserving their promise of connecting people to places.

This set of maps begins with the historic Olmsted Plans created in the early 1900s, and lays out related maps created by the City and community partners. These maps do not fully share common definitions or alignment.





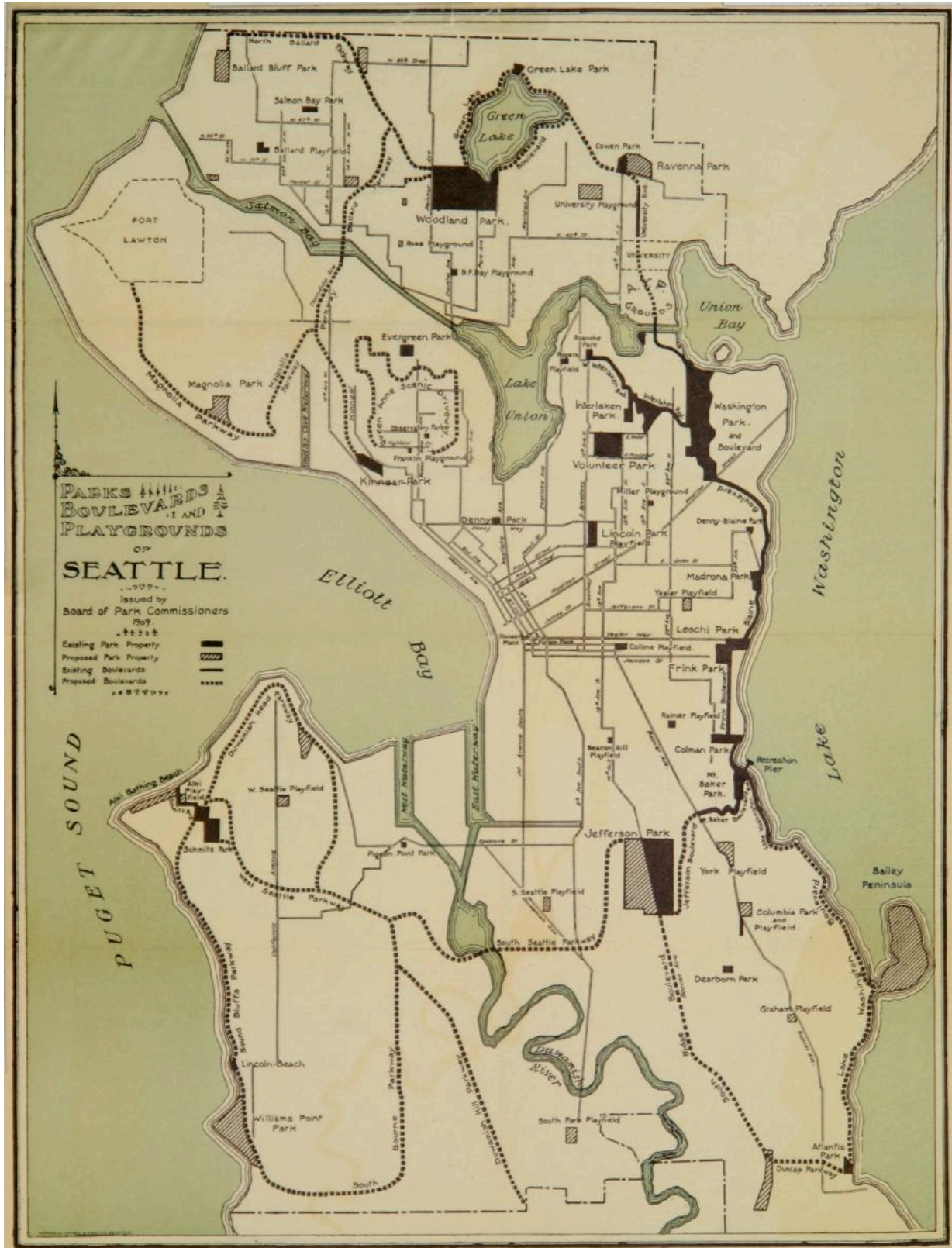
**Seattle Municipal Archives
Olmsted Digital Collection**

1928 Seattle Park System [South]
Identifier 2333

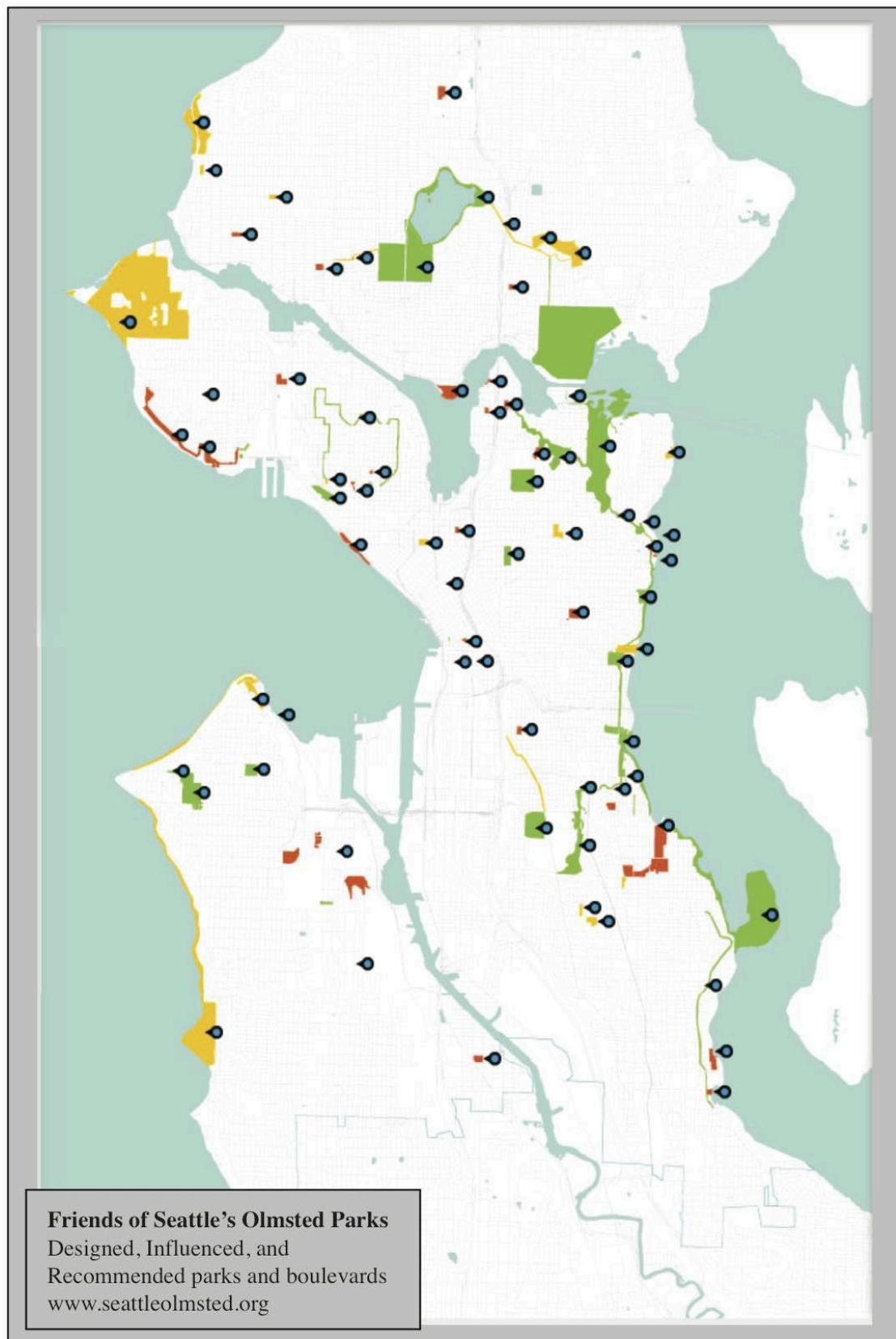
1928 Seattle Park System [North]
Identifier 2332

Detail, Crown of Queen Anne from
"North" map

<http://clerk.seattle.gov/public/archives/olmsted/olmsted.html>



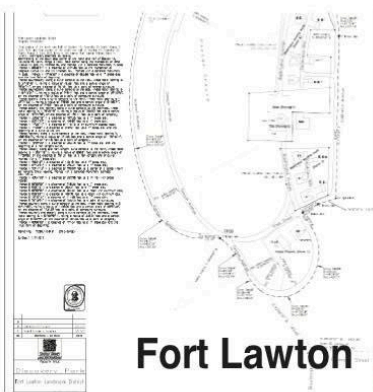
Parks, Boulevards, and Playgrounds of Seattle 1909 From the Board of Park Commissioners Annual Report
 Seattle Municipal Archives Map Index Item No: 607 <http://bit.ly/2gwURYW>



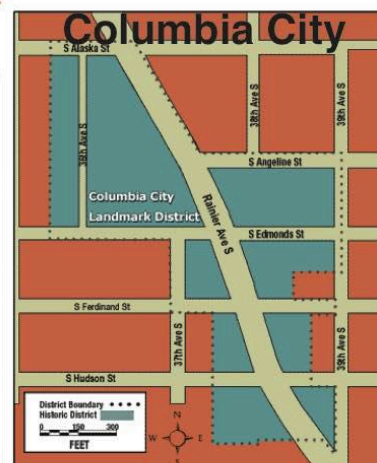
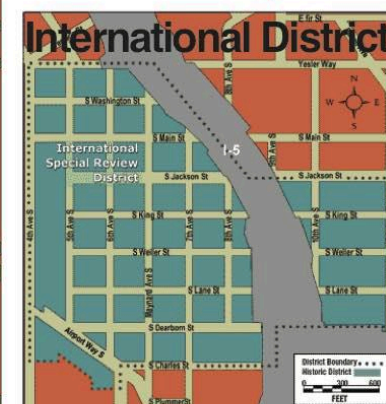
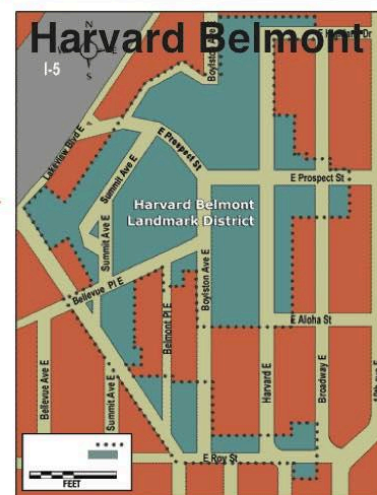
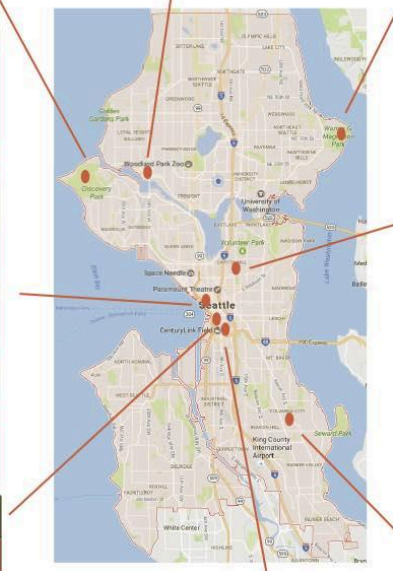
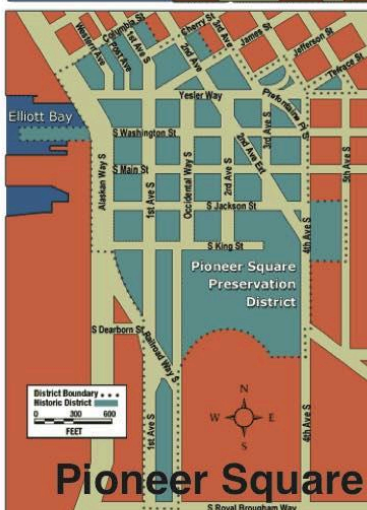
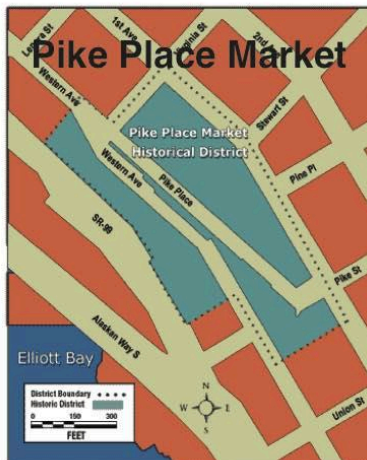
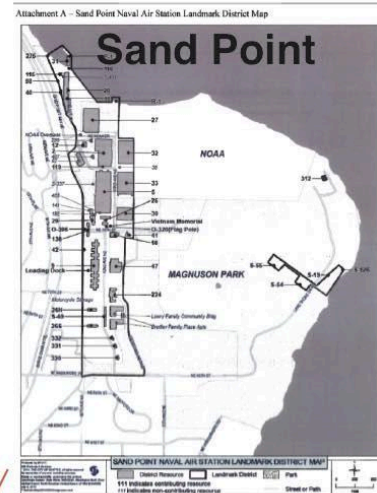
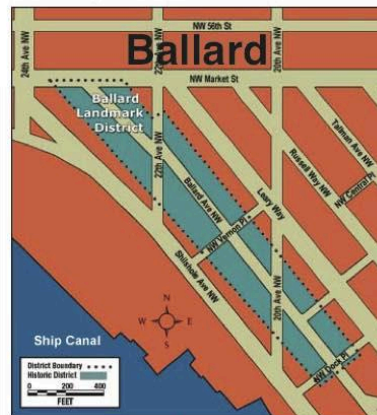
Friends of Seattle's Olmsted Parks map <http://seattleolmsted.org/parks>

Seattle Department of Neighborhoods Historic Districts

<http://bit.ly/2hwOT0w>



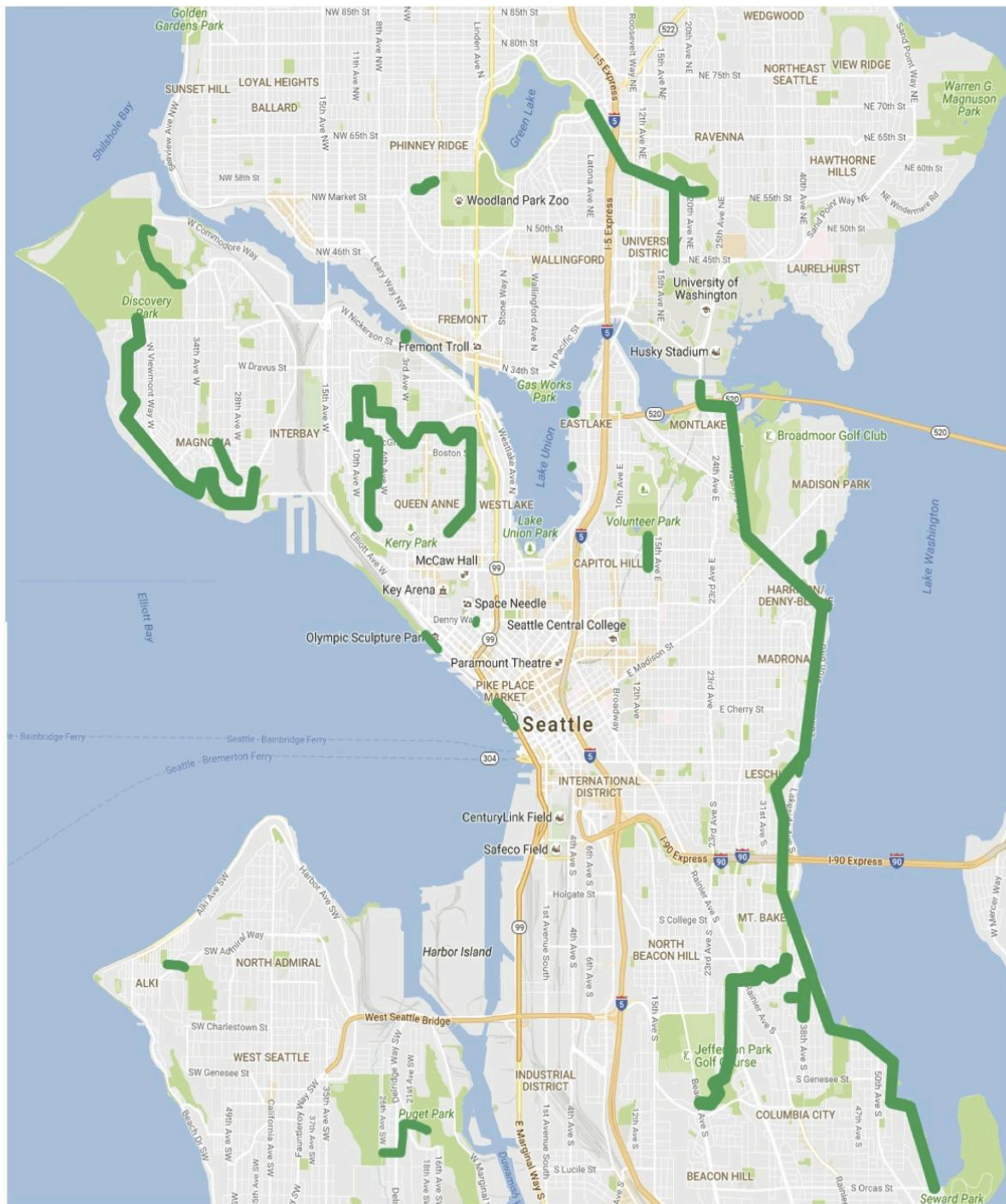
Fort Lawton



Historic Districts only. DON also reviews a subset of Park Drives, Boulevards, Parkways, and other landscapes.

Park Drives & Boulevards identified in Seattle Municipal Code

SMC: <http://bit.ly/2fOlcs6> Map: <http://bit.ly/2g3EtDi> Map created by Seattle Neighborhood Greenways



SMC: <http://bit.ly/2fOlcs6> Map: <http://bit.ly/2g3EtDi>



Boulevard Classification Legend Definitions <http://bit.ly/2gmh71s>

Class 1 Boulevard—Natural Landscaping: To provide for circulation and access in a manner that enhances the appreciation or use of adjacent major park lands (run along the street for one mile or more) and continuous vistas. This classification is compatible with traffic classifications of Principal, Minor and Collector Arterials. It is marginally compatible with Residential Access Streets. The emphasis is typically on natural landscaping instead of formal landscaping.

Class 2 Boulevard—Formal Landscaping: To provide special landscaping and geometric features, to provide a park-like atmosphere to a street otherwise intended to move traffic, and/or to provide access. To serve its intended traffic function as indicated by its traffic classification. This classification is compatible with traffic classifications of Principal, Minor, and Collector Arterial, and marginally compatible with Residential Access Streets. The boulevard treatment contributes the major landscaping to the corridor such as in multi-family, commercial,

industrial, and manufacturing areas.

Class 1 Olmsted Boulevard: This classification would be applied to the existing, improved Olmsted Boulevards with natural landscaping.

Class 2 Olmsted Boulevard: This classification would be applied to the existing, improved Olmsted Boulevards with formal landscaping.



Lake Washington Boulevard Washington Park Arboretum in the snow. Photograph Seattle Neighborhood Greenways