

Bands of Green

a plan for the continuing development of trails, boulevards and linear parks in Seattle

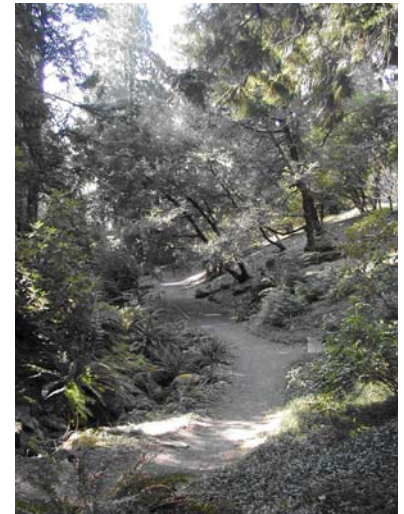


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Kubota Gardens

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The ideas and recommendations contained in this report are those of the author and should not be construed as the official position of the Seattle Parks Foundation.

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Kubota Gardens

INTRODUCTION

In 1990, the Cedar River Group was asked by Seattle Park Superintendent Holly Miller to create a preliminary plan for expanding Seattle’s system of boulevards, trails and linear parks as a background paper for the Department’s new Comprehensive Plan. The report that emerged was called Bands of Green, and included dozens of proposals in conceptual form for connecting Seattle’s parks with new trails and expansions of the boulevard system. Although fewer than a dozen copies of the original report were produced, many of the ideas it contained found their way into neighborhood plans, city planning documents, and the project lists for voter-approved bond and levy programs. As a result, many of the proposals have become reality, and others are now under construction.

In 2006, the Seattle Parks Foundation commissioned the Cedar River Group to update Bands of Green to identify new opportunities to create “green connections” within the City. This report is the product of that effort. We begin with an exploration of the principles that guided the original architects of Seattle’s parks system, the Olmsted Brothers, during the early years of the twentieth century, and describe how those principles re-emerged during the last three decades. We then offer a series of proposals for how those ideas might be applied to today’s challenges. We also offer some thoughts about how the proposals might be implemented, and two ideas for future exploration that were simply too expansive to be fully developed for this report.

We have appreciated the opportunity to revisit the landscapes of Seattle’s neighborhoods and to imagine how the Olmsted principles might continue to enhance the quality of life for future generations.

CHAPTER ONE

THE HISTORY OF LINEAR PARKS IN SEATTLE

The Olmsted Plan



Olmsted landscape, historylink.com

In 1903, the Seattle Parks Board commissioned the Olmsted Brothers landscape architectural firm to create the first plan for Seattle’s park system. The Board could not have made a more distinguished choice. The Olmsted name had already become legendary through the achievements of the firm’s founder, Frederick Law Olmsted, who was widely regarded as the ‘father of landscape architecture.’ Among many other achievements, the elder Olmsted designed and supervised construction of New York’s Central Park. His sons¹ were now building upon his legacy by designing park systems in cities across the continent. During more than a decade of work in Seattle, the Olmsteds designed a spectacular system of parks, playfields, scenic views and shorelines connected by landscaped boulevards.² The boulevards were seen by the Olmsteds as an essential part of the park system, designed to achieve many objectives: to enable visitors to reach vantage points for spectacular views of the mountains and water; to preserve public access to the shoreline; to protect natural vegetation in ravines; to lend form and texture to surrounding neighborhoods; and to provide “linear parks” through which visitors can travel for hours, seemingly without leaving the countryside.

By using boulevards to create a sense of continuity within the park system, the brothers were applying techniques their father had developed. The senior Olmsted devoted careful attention to the design of passageways within and between his parks, so that he could shape the experience of park visitors, leading them by circuitous routes to a seemingly endless series of discoveries within a confined space. Through these methods, Olmsted greatly magnified the value of the limited open space available to the people of the cities in which he worked.

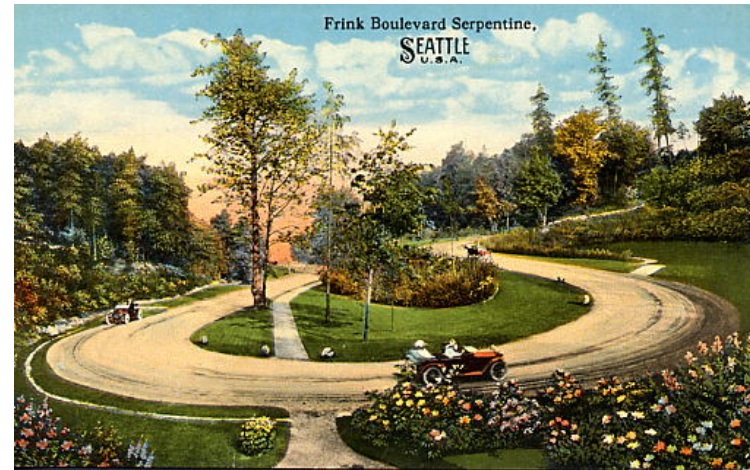
¹ Frederick Olmsted, Jr. was the elder Olmsted’s son by birth. John Charles was his nephew, whom Olmsted adopted following the death of his father.

² John Charles Olmsted was chiefly responsible for the firm’s Seattle accomplishments. We use the plural form to acknowledge that others in the firm also contributed to the plans for Seattle’s parks.

In New York City, Olmsted and his colleague Conrad Vaux applied these techniques within the hard edges of Central Park. Pathways for carriages (and later autos), horses, bicycles and pedestrians were separated to avoid conflict and offer the widest possible variety of experiences. Years later, Olmsted used the same principles to connect the diverse park lands of Boston. The result was the famous Emerald Necklace, a continuous system of open space stretching thirteen miles through the heart of the city.

John Charles Olmsted applied those same ideas to the rugged natural landscape of Seattle. In his first report to the Seattle Parks Commission, he described his initial concept with these words:

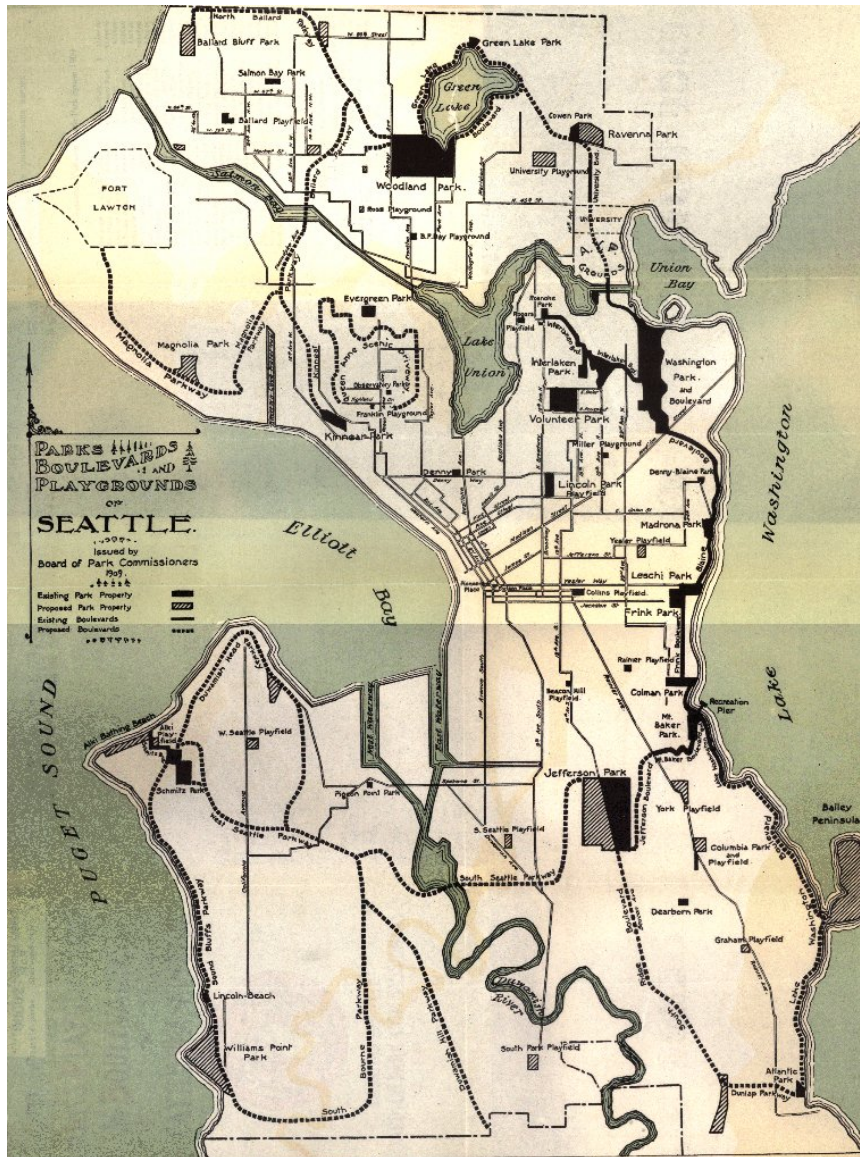
“Seattle possesses extraordinary landscape advantages in having a great abundance and variety of water views and views of wooded hills and distant mountains and snow-capped peaks. It also possesses within its boundaries, or close to them, some valuable remains of the original evergreen forests which covered the whole country, and which, aside from the grand size of some of the trees composing them, have a very dense and beautiful undergrowth.



Lake Washington Boulevard, historylink.com

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.”³

³ John Charles Olmsted. *Report to Seattle Park Commissioners, 1903.*



Olmsted Map, 1909; historylink.com

From these general concepts, the Olmsteds developed a plan for park acquisitions and boulevard developments that created the core of Seattle’s present park system. Portions of the boulevard system followed routes already established as bicycle paths, connecting the residential areas of the city with Lake Washington and other destinations. Other routes were drawn by Olmsted and his associates after endless hours of walking the land. In the end, the vision Olmsted created was so comprehensive that it included many features of our current park system that were not realized for several generations, including Discovery, Gas Works and Lake Union Parks.

Part of the genius of the plan is the extent to which the Olmsteds “borrowed” landscape features such as Lake Washington, Puget Sound and Mount Rainier to vastly expand the impact of the limited amount of park land that could be obtained with the funds available to the Park Board at the time. By securing small vantage points along Lake Washington, for example, the Olmsteds borrowed the entire Lake, the Cascade Range and Mount Rainier as the scenic background for the small parks along the shore.

The importance of the boulevards in the Olmsted Plan cannot be overstated. These “parkways” were the key to opening the natural wonders of the area for public enjoyment, and the Olmsteds believed that by doing so, Seattle could avoid for a time the necessity of acquiring a large inland tract for a “central” park:

“Considering the extent of the land which should be secured in connection with the informal portions of the parkway above described, and considering the size and beauty of the several large natural bodies of water thus made available, and considering the existing parks and the semi-public pleasure grounds of the State University and Fort Lawton, it seems unnecessary to provide, for the period of a generation at least, one or more large parks corresponding in extent to the larger parks and reservations of many of the principal cities of the country.”



Lake Washington Boulevard, historylink.com

From the beginning, then, Seattle’s “linear parks” were an essential part of its open space system.

The Bogue Plan

In 1911, City Planner Henry Bogue developed a proposed comprehensive plan for the City. His plan embraced the Olmsted plan and carried it several steps farther. Bogue’s designs would have extended the Olmsted park system into areas of north Seattle that were then miles beyond the city limits and even to the east side of Lake Washington. In fact, Bogue predicted that Seattle’s growth would one day surround Lake Washington, and his proposals for new boulevards extended well into the hinterlands. Perhaps his boldest recommendation was to preserve nearly all of Mercer Island in its natural state as a park ‘befitting the grand city’ he felt Seattle was destined to become.⁴ Unfortunately, Bogue’s plans faced intense opposition from the city’s business leaders and its largest newspaper, the Seattle Times, primarily because the plan proposed moving the civic center north and away from their properties. Together, these opponents convinced the electorate not to support Bogue’s vision, and like most of his dreams, the plan to make a park of Mercer Island was never realized. However, the recommendations of the Olmsteds (and a few of Bogue’s lesser dreams) were supported by the citizens and over time, much of the Olmsted Plan was implemented, creating a tremendous legacy upon which to build.

⁴ Henry Bogue. *The Bogue Plan, City of Seattle, 1911.*

The Burke-Gilman Trail: The Re-emergence of Linear Parks

For many decades, the completed portions of the Olmsted boulevard system were Seattle's only linear parks. Then in the 1970s the idea resurfaced in a different form when citizens imagined it might be possible to create a grand trail on the abandoned railroad right-of-way that ran along Lake Washington to Lake Union. After waging a successful grassroots campaign, the citizens, with the eventual cooperation of the University of Washington and the City of Seattle, succeeded in creating the Burke-Gilman Trail, a linear park that featured a pathway for bicycles and pedestrians rather than a road for automobiles. The new trail quickly gained popularity, in part because it preserved a de-facto greenbelt along the Burlington Northern right-of-way, connected major new parks at Sand Point and Gas Works, and provided a tie with rural areas northeast of the city. Most important, it extended Seattle's park system into an area that had relatively few public open space resources.



Burke-Gilman Trail

During the 1980s, the increasing popularity of cycling, running and walking encouraged the City government to become more active in seeking opportunities to create new linear parks. In 1988, the City developed a plan for "Open Space Systems along Lake Union, the Ship Canal and the Duwamish," that proposed a network of recreational trails and preservation of the remaining greenbelt lands above Seattle's inland waterways. In the same year, the Burlington Northern Railroad attempted to sell a section of the Burke-Gilman Trail to a private developer and in the firestorm of public outrage that followed, the City secured a landmark agreement with Burlington Northern, assuring that any railroad rights-of-way which were no longer active would be made available to the City for trail development. A few months later, the City negotiated an agreement with US Sprint to complete a mile-long extension of the Burke-Gilman Trail to Gas Works Park in return for allowing fiber optic cable to be buried in the right-of-way.

In November of 1989, the voters resoundingly approved a Regional Open Space Bond issue, providing Seattle with \$42 million for open space acquisition and trail development, and the City began expanding both its open space and linear park system in earnest.

Bands of Green 1990

In 1990, the Seattle Department of Parks and Recreation asked the Cedar River Group to develop “a preliminary plan for boulevards, trails and linear parks for Seattle in the twenty-first century.” The plan that emerged was called “Bands of Green,” and included ambitious recommendations for expansion of the linear park network based upon the principles of the original Olmsted Plan for Seattle’s park system. Although Bands of Green was intended to be a background study for the Department’s Comprehensive Plan and was never intended to be adopted as a whole, many of its recommendations found their way into the plans of other City Departments. In addition, ideas found in Bands of Green were incorporated in Neighborhood Plans and the project lists for voter-approved levies and bond issues. Bands of Green recommendations that have since become realities include:

- Extensions of the Burke-Gilman Trail between Gas Works Park and Golden Gardens.
- Creation of the South Ship Canal Trail from Seattle Pacific University to South Lake Union.
- Completion of most of the Duwamish River Trail, connecting South King County with the Alki Trail.
- Development of sections of the Interurban Trail in North Seattle and the Chief Sealth Trail on Beacon Hill.
- Completion of Beacon Boulevard.
- Development of Boulevard elements on 8th Avenue Northwest, Government Way and a few other major arterials.
- Development of bike lanes on many routes suggested in the plan.
- Development of the Longfellow Creek Trail and Natural Area.

The fact that these projects were included in the Bands of Green report certainly did not cause them to be built. Each of these projects had its champions, inside City government and among the citizenry, and those advocates deserve the credit for these additions to the City’s open space legacy. We are thrilled if Bands of Green aided their causes, and we believe the projects completed so far are just the beginning of what could be accomplished.

Today's Challenges

Unlike the Olmsted Brothers, today's open space advocates are not working on the far edges of a frontier community, but in the midst of a maturing city, on lands that have been through at least one - and often many - cycles of development. While some opportunities to preserve the natural landscape still exist, and should be seized, most of the effort in our times must be dedicated to reclaiming and "regreening" lands that have been used (and sometimes misused) for other purposes. The transformations will not come easily or all at once. Some property owners and interest groups will find reasons to oppose the creation of linear parks. Some will assert that nearby trails create conflicting uses; others will have concerns about liability, or raise a host of other issues. A close reading of history will show that the Olmsteds, too, wrestled with such conflicts, even though they worked at the edges of the city. The record reveals their frustration with the obstacles imposed by human activities upon the landscape. Yet they and their supporters persevered, and Seattle is fortunate they did.



Burke-Gilman Trail

The conflicts ahead will be even more complicated. Those who advocate extending the trail and boulevard systems will be asked to settle for the bare minimum. The rights-of-way are likely to be as narrow as possible, sometimes with chain link fences and even barbed wire lining the way. Where streets are proposed as boulevards, their value as linear parks will be weighed against the omnivorous demands of the automobile, and of course, against the costs of landscaping and maintenance. Yet the advice of the Olmsteds to the Parks Commissioners of 1903 may still hold true:

“Financial limitations will make the complete carrying out of such an ideal impracticable, yet much can be done if public sentiment is aroused favorably . . .”

It is still possible to extend the Olmsted vision to neighborhoods that have been left out in the past, and to greatly improve the park system we have inherited. It will require that the City administration, neighborhood organizations, property owners, and other public agencies work in concert to build a system that achieves the high standards of the Olmsted legacy.

Many significant changes have occurred in Seattle since 1990 which add to the importance of expanding Seattle's linear parks:

- Growth Management. The State of Washington's Growth Management Act focused growth in urban areas to reduce infrastructure costs and contain sprawl.

- Population Growth. Growth management has sparked an 11% increase in the City of Seattle’s population between 1990 – 2004, an increase of 56,000 people.
- Increased Density. The increase in population, coupled with declining household size, has increased the numbers of households and the density of housing units on the City’s existing land base.
- Traffic Congestion. As the region’s population has grown, the streets and highways have become more crowded, making it more difficult and expensive to reach the countryside, wilderness areas, hiking trails or national parks.
- Recognition of the Health Benefits of Exercise. The aging of the population and public health concerns about the importance of exercise have expanded public interest in walking, jogging, cycling and other forms of exercise.

All of these factors place greater stress on our City’s parks and trails. It is apparent that they are more heavily used today than ever before, and that our park system must continue to grow to keep pace with these changes.



Bicycle riders at Longfellow Creek

CHAPTER TWO

A PLAN FOR THE FUTURE

In 2006, Cedar River Group was asked by the Seattle Parks Foundation to prepare a new version of Bands of Green, reflecting the changes that have occurred during the past fifteen years and the new opportunities that have emerged as the City continues to evolve. Like the earlier version, this plan presents ideas in schematic form, with the hope that they will have resonance with the public and be incorporated in future public, private and philanthropic initiatives.

The goal for this edition of Bands of Green is the same as our goal in 1990: to expand the original Olmsted vision of a beautiful and diverse system by expanding our city's green connections to:

- beautify the city;
- diversify and expand the routes available to walkers, runners, and bicyclists;
- add greenery and character to city neighborhoods;
- improve the safety of public thoroughfares for bicyclists and pedestrians;
- encourage the public to venture to parks they have seldom used; and
- relieve overcrowding on existing trails and boulevards by expanding the available resources.

Definitions

As we began our work, we found it necessary to answer some basic questions about the meaning of our terms:

What is a “Linear Park”?

Seattle's linear parks are boulevards, trails or other corridors designated by the City as part of the open space system. They are intended to provide a path or roadway for pedestrians, bicyclists, and/or motorists through a natural or formally landscaped corridor between major parks and activity centers, and to provide scenic views of the City and its natural environment.

What are “Boulevards” and “Parkways”?

Boulevards and Parkways are roadways that are designed and maintained with care as a part of the open space system. This broad definition purposely begs the question of whether there are standards for the ideal dimensions of a boulevard or parkway. We suggest no standard dimensions for the simple reason that Seattle’s existing boulevard system surely would confound such standards. We have existing City boulevards of widely varying widths, with and without medians, with and without formal landscaping, and so on. What characterizes Seattle’s boulevards is simply that they are recognized as a part of our open space system, and aesthetic judgments take priority over the rapid movement of vehicles.

We do not mean to suggest that all of the streets and avenues we recommend for boulevard or parkway designation are inherently beautiful as they exist today. Some are certainly not beautiful at present, but we recommend them for designation because they provide important connections between major parks and have the *potential* to be transformed as greenways that will enhance our city’s park system.



Sand Point

What is a “Trail”?

Seattle’s trail system is comprised of several different types of trails:

- *“Bikeway” is a general term that applies to all bicycle facilities including signed bicycle routes, bicycle lanes and multipurpose trails.*
- *Multipurpose trails such as the Burke-Gilman, Ship Canal, and Mountain-to-Sound Greenway Trails are off-road trails shared by all manner of muscle-powered movement, from runners to rollerbladers, bicyclists to strollers.*
- *Walking trails like those along Longfellow Creek, Ravenna Creek and Foster Island are the exclusive domain of the pedestrian.*



What are the characteristics of a good linear park?

- A. Connection: The proposed boulevard or trail must connect major open space resources such as parks, shorelines, panoramic views or public activity centers.
- B. Continuity: The route must flow to its destination(s) with a minimum of man-made obstacles. The way must be clearly marked, by landscaping if possible and with monuments or signs otherwise.
- C. Recreational Potential: When possible, a proposed boulevard should be designed to encourage recreation as well as a utilitarian use within the corridor. This means that pedestrians and bicyclists should not be overwhelmed by multiple lanes of high-speed traffic.
- D. Scenic Values: Proposed boulevards and trails should offer views of significant natural features, historic structures and/or unique human activities as well as opportunities to experience the natural topography and landscape.
- E. The Presence of Nature: Boulevards and trails should be landscaped to reflect their important role in the City's open space system, and as a means of establishing continuity. Where these routes pass through natural areas and greenbelts, those areas should be preserved. There are segments of several existing bike trails in the city in which nature is scarcely evident at all, and the "trail" consists of an asphalt path between chain link fences. If our trail system is to serve its multiple purposes, these gauntlets of gray must be transformed to include landscaped buffers.
- F. Character: The identity of a linear park is rarely established solely with landscaping. Human-made elements – light posts, sea walls, bridges, railings, fences, and buildings - play a critical role in establishing the "feel" of a linear park. Seattle has some wonderful examples, such as the western portion of Queen Anne Boulevard, where light standards and retaining walls have been designed to complement the neighborhood and highlight the views of Puget Sound. There are many other parts of the City's existing boulevard system, however, that were not given the same attention to detail. The City should reinforce the unique character of our neighborhoods by carefully selecting the man-made elements to be incorporated in our linear parks, and by using natural materials whenever possible.
- G. Safety: The system must be designed to protect the safety of its most vulnerable users. The speeds of motor vehicles should be slowed when required to assure that bicyclists and pedestrians can safely share the right-of-way.



Methods

With these criteria in mind, we developed our recommendations in the following way:

First, we assembled as many existing plans for linear park elements as we could find, from the original Olmsted plans to the guidebooks of Harvey Manning; from proposals by the Friends of Seattle's Olmsted Parks to ideas from the Cascade Bicycle Club. We paid special attention to the 37 neighborhood plans created by citizens in 1996-2000, because they contain proposals based upon the intimate knowledge that can only be gathered through the day-to-day observation of the land on which one lives, works and plays. (A complete list of neighborhood plan recommendations for green connections is contained as an Appendix). We found that many excellent plans for boulevards, bicycle routes and even hiking trails had been developed independently over the years, but they have never been assembled as a single system. Once we had reviewed the various plans, we created a composite map, reflecting the system that would be created if all the various plans were implemented.⁵ With the composite map in hand, we visited each route to assess its potential to play a part in the City's open space system, and added or deleted elements as a result of our site visits.

We then reviewed our findings with certain key individuals who had been involved in creating some of the source material upon which we had relied. Finally, we prepared a map and this narrative to describe our recommendations. As you will see, the task became far more complex than we first imagined. To make the narrative and the map as easy to follow as possible we broke the city into six areas and described all the linear park elements in each area before moving on. We also exercised poetic license in naming (or renaming) the elements of our proposed system, according to these rules:

- *Any proposal that had its origins in the Olmsted Plan was given the name the Olmsteds originally proposed.*
- *Routes running generally north and south were called boulevards, while those running east and west were called parkways.*
- *Routes with numeric names were given more colorful titles.*
- *In general, the routes we have identified as boulevards and parkways are intended to be shared by bicyclists and motor vehicles unless separate parallel routes are designated on the map.*
- *Multipurpose trails are intended for use by all manner of muscle-powered transport - including strollers, runners and bicyclists, unless separate parallel walking trails are provided.*
- *Walking trails are planned as the domain of the pedestrian.*
- *Linear park elements originally conceived by the Olmsteds are marked with an asterisk; those conceived by Bogue with a double asterisk.*

⁵ *Our maps include major signed bicycle lanes on city streets recommended for boulevard designation but not all signed routes.*

As we began describing our proposals in each sector, two open space systems emerged that were too large and too important to fit neatly within that structure:

- The “Inland Waterways Open Space Network” along the Montlake Cut, Portage Bay, Lake Union, the Ship Canal and Salmon Bay; and
- The Duwamish River Open Space Network.

These systems were given special attention in their own chapters. Please note that the ideas and recommendations in these pages are those of the author and should not be construed as the official position of the Seattle Parks Foundation.



Ship Canal

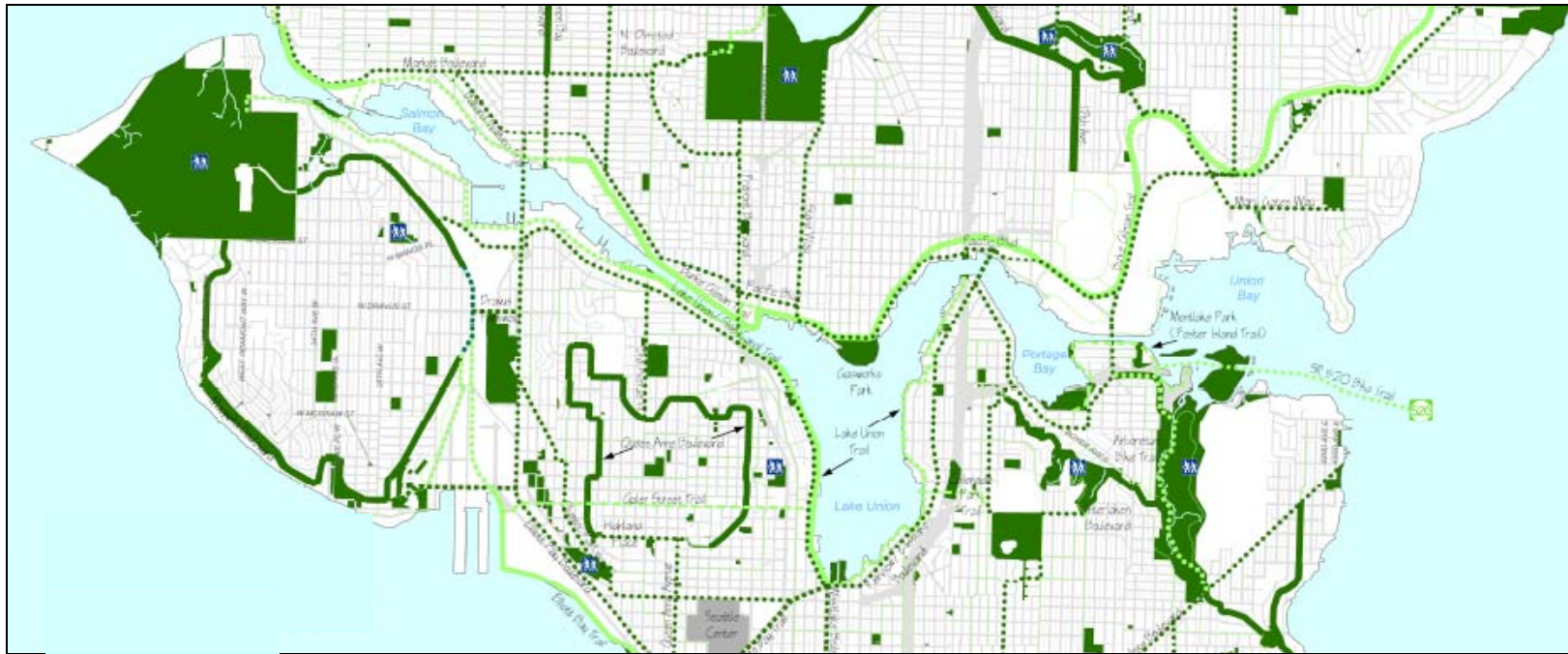
CHAPTER THREE

THE INLAND WATERWAYS OPEN SPACE NETWORK

“...an ideal system would involve taking all the borders of the different bodies of water, except such as are needed or likely to be needed hereafter for commerce...”

John Charles Olmsted, 1903

By the time John Charles Olmsted began creating the plan for Seattle’s park system, there were many areas of the city in which development had already overtaken nature, and railroads had cut off the public from the shoreline. That was certainly true of the neighborhoods that lie near Lake Union and the ship canal - the working shorelines of the city. As a result, those communities have never enjoyed the same quality of open space as the neighborhoods that adjoin the Olmsted system of parks and boulevards.



It was not because the Olmsteds lacked imagination that these areas lacked parks. Indeed, in some of John Charles Olmsted's early maps, he sketched in parks at the present locations of Lake Union Park and Gas Works Park, as well as sites on the east and west shores of Lake Union. Those ideas were not to be realized for four generations, but during the past two decades, as old land use patterns have slowly changed, the communities adjoining the inland waterways have been given a second chance to share in the benefits of Seattle's park system. This time the open space must be reclaimed rather than preserved, but the Seattle community has developed great skill in recycling used landscapes for parks and open space. After all, Magnuson Park was created from the runways of a naval air station; Montlake, Judkins and Genesee Playfields sit atop landfills; and Gas Works Park rose amidst the remains of a coal gasification plant. The most significant transformation of all, however, may be the conversion of an abandoned railroad bed into the Burke-Gilman Trail, a veritable Olmsted Boulevard for bicyclists and pedestrians. By the mid- 1980s, the city had won the right to purchase all Burlington Northern right-of-way in the city when the tracks were no longer needed for rail operations. This agreement created the possibility that the Burke-Gilman Trail might one day be extended all the way to Golden Gardens. It also provided an opportunity to create a second trail on the south shore of the canal from the Ballard Bridge to South Lake Union. In the years that followed, many of those possibilities have been realized. With each new trail segment, the full open space potential of Seattle's inland waterways has come into sharper focus.

We believe the “Inland Waterways Open Space Network” has every bit as much potential to shape our city in the twenty-first century as the Olmsted park system along Lake Washington had at the beginning of the twentieth century. The Inland Waterways network will ultimately include more than twenty miles of trails along the shores of the Montlake Cut, Portage Bay, Lake Union, the Ship Canal, Salmon Bay, and Puget Sound, offering a kaleidoscope of landscapes ranging from wild marshes on Foster Island to working shipyards in Ballard; from the colorful activity of Fisherman’s Terminal to the solitude of the heron rookery at Kiwanis Ravine. The trail network that connects these landscapes will be comprised of four interconnected loop trails circling Portage Bay, Lake Union, the Ship Canal and Salmon Bay. These trails and the boulevards nearby will provide green connections to the parks in neighborhoods stretching from Madison Park to Magnolia. Here are the major elements of the Inland Waterways system:

Lake Union & The Lake Union Loop Trail

The heart of the Inland Waterways Open Space Network is Lake Union and the necklace of parks that is slowly being created along its shores. The evolution of Lake Union as an integral part of the park system actually began more than three decades ago with the birth of Gas Works Park. It gathered momentum in the late 1980s, when the people of Seattle voted to tax themselves to preserve the remaining greenbelts on the hills above the Lake and to transform stretches of abandoned railroad tracks into paths along its shores. The momentum has continued to build during the past decade with the completion of neighborhood park projects along Fairview Way and the Seattle Parks Foundation’s current campaign to create a major park at South Lake Union.

As these parks were created, they opened new windows on the Lake, and began to reveal Lake Union’s potential. Like Lake Washington, Lake Union could become a “borrowed landscape” that activates the open space network that surrounds it. By creating trails, parks and access points for boats and kayaks along the shores, we have the chance to create the sense of a vast park near the heart of the City, even though the amount of actual park land on the lakeshore is relatively small. If we are successful, Lake Union and its associated parks may one day be perceived as the great Central Park our city has never had.



Lake Union Park

Lake Union Park, together with Gas Works, will be the crown jewel in this emerging open space system. In addition to fourteen acres of greensward, Lake Union Park will feature moorage for five of the region’s most significant historic ships, a model boat pond, and the Center for Wooden Boats. Park visitors will have the opportunity to board historic ships and rent handmade vessels to enjoy sailing or rowing on Lake Union. Boating on Lake Union could be made even better with short-term public moorage at other destinations along the inland waterway, such as Gas Works Park, Fremont, and the University of Washington. The latest plans for Lake Union Park can be seen on the Parks Foundation’s Web site:

http://www.seattleparksfoundation.org/project_LakeUnion.html.

The Lake Union Boulevard System

With the creation of Lake Union Park, the critical missing piece of the Lake to Sound vision is a network of boulevards and trails ringing the lake, to unify the various open space elements and make the network greater than the sum of its parts.

The major streets surrounding Lake Union can certainly be enhanced to play their part as boulevards. The City's planned improvements for Valley and Mercer Streets should provide the needed changes on the south shore of Lake Union. To the west, the section of Westlake Avenue that runs along the lakeshore has been significantly improved in recent years and could be enhanced even more through thoughtful land use decisions regarding the properties along its edges. *We also recommend changing the configuration of Westlake Avenue from four to three motor vehicle lanes, which would provide space for bike lanes for experienced bicyclists on both sides of the street.* On the east, Fairview and Eastlake Avenues have both been significantly improved over the years, with landscaped medians in a few areas. The point at which Fairview Avenue meets Fairview Way is a confusing and dangerous intersection where major improvements are needed, and the intersection of Fairview with Valley will remain a serious challenge until and unless the City's long-planned Mercer Corridor is completed. *We suggest the Department of Transportation's plans for these intersections be implemented as soon as possible.*

The North Lake Union Parkway

Along the north shore, the proposed Lake Union Parkway is comprised of Northeast Pacific, Northlake, and North 34th to the Fremont Bridge. The route offers great views across the Lake to downtown, Capitol Hill and Queen Anne. Since the character of these segments differs markedly, the unity of the boulevard system will need to be reinforced by landscaping, signage and other design elements. The South Wallingford Community Plan provides detailed recommendations for the development of linear park elements in this area, which we enthusiastically endorse. Those recommendations are summarized in the next section.

The Lake Union Loop Trail

The Lake Union Boulevard System we have recommended will provide green connections and impressive views for motorists and high-speed bicyclists, but the real key to opening the recreational value of the Lake Union open space network is the Lake Union Loop Trail. When it is completed, the trail will tie together existing trail segments in a seamless pathway close to the lakeshore, designed for recreational bicyclists, runners, hikers and strollers.

The trail will offer an intricate series of views of the city that most visitors and many Seattle residents rarely see: houseboat villages, pleasure boat moorages, boatyards for working vessels, float plane terminals, street-end parks named for neighborhood heroes, habitat for waterfowl, waterfront restaurants filled with people late into the night, and racing shells slicing the surface of the lake at dawn.



Those who use the trail will enjoy a park where kids on high green knolls tug their kites away from the rusted towers of the old Gas Works, and another where wooden boats are launched into the lake and antique ships take their ease, inviting kids aboard. The Lake Union Loop Trail will be a place to stretch your legs, renew your spirits, and exercise your mind.



Aurora Bridge from the Lake Union Loop Trail

South Lake Union to Fremont (2.0 miles)

Beginning at Lake Union Park, the trail route bends north past Kenmore Air, passes under the new pedestrian bridge to Queen Anne Hill at Galer Street and continues north following the old railroad right-of-way past lakeside businesses and moorages. This segment of the trail bears only a faint resemblance to the Burke-Gilman and other trails that pass through “bands of green” in Northeast Seattle. For much of its length, the Westlake segment is little more than a widened sidewalk between lakeside businesses and an asphalt parking lot that claims most of the public right-of-way. Although it represents a major improvement over the muddy and chaotic conditions that had marred the Westlake corridor before its development, the present trail falls short of what ultimately can and should be achieved in this right-of-way. At four points along the way viewpoints open onto the lake at street ends. These viewpoints do not yet live up to their potential. They lack plantings and strong design elements.

The sterile nature of most of the viewpoints stands in stark contrast to an inspired section of the trail farther north, where the new trail jogs west to preserve a section of the old railway and the trestle beneath it. That section provides a glimpse of the possibilities for thoughtful design along the entire route. However, now that the trail right-of-way has been firmly established, we believe it will be possible to gradually make improvements along the trail to enhance its character. Those improvements should include the following measures:



Westlake Path



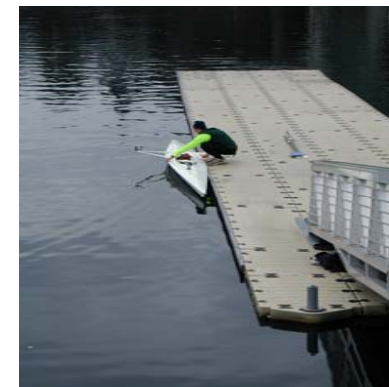
Westlake Path

- Keep signs out of the trail right-of-way. At many points along the trail, the City has installed parking signs and other objects that narrow the space available for trail users, create unnecessary hazards, and mar the appearance of the trail. These signs should be moved or replaced with curb markings.
- Manage land use on the lakeshore to favor water-related uses. Although the City has longstanding regulations requiring water-dependent or water-related uses along its shorelines, other uses such as hair salons and offices have managed to slip in. These uses must be minimized if the lake is to retain its unique character.
- Protect the remaining greenbelt parcels on the adjacent hillsides.
- Improve the public viewpoints along the trail with public art, plantings and street furniture.
- Gradually expand the planted areas in the portions of the right-of-way now devoted to parking.
- Charge those who park in the public right-of-way at rates which are consistent with market rates, and dedicate the proceeds to bicycle and pedestrian improvements.

As the trail bends northwest near the Fremont Bridge, the trail will split into two segments, one climbing aside the boulevard to connect with Fremont Boulevard at the south approach to the Bridge. The second will continue under the bridge and along the south side of the Ship Canal. Those following the Lake Union Loop Trail will take the high route and cross the bridge to the Fremont neighborhood.

Fremont to the University Bridge (2.0 miles)

Once across the bridge, the trail turns right along the edge of 34th Avenue to join the Burke-Gilman Trail, passing the Lake Washington Rowing Club's boat ramp and working shipyards before reaching Gas Works Park. To the east of Gas Works, the trail runs along the old railroad bed in the midst of a steep embankment between Northlake Way and the proposed Pacific Boulevard at the top of the slope. This mile-long corridor offers extraordinary possibilities, with panoramic views of Gas Works, Lake Union, Queen Anne Hill and the downtown skyline. The South Lake Union Community Plan outlines a way to make the most of these possibilities. Among other changes, their plan would move Northlake Way away from the lakeshore to make room for a wide pedestrian walkway and planting strip near the lakeshore.



Boat launch near Lake Union Trail



Abandoned trail on Northlake Avenue

This change could be accomplished by realigning the roadway to the north, making use of the abandoned segment of trail within the street right-of-way. This change would create separate segments of the trail for bicyclists, rollerbladers and runners, who would continue to use the Burke-Gilman, and pedestrians, who would enjoy the new walkway near the lakeshore.

At 7th Avenue Northeast, the Lake Union Loop Trail will separate from the Burke-Gilman, climbing along N.E. Pacific to the tiny Peace Park at the northern approach to the University Bridge.

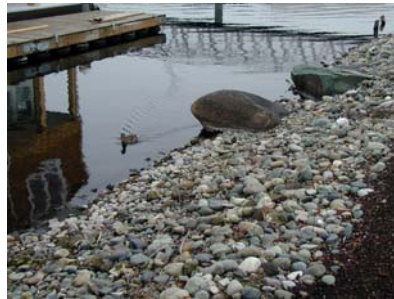
The University Bridge to South Lake Union (2.2 miles)

After crossing to the south end of the University Bridge, the Trail dips east to South Passage Park, and turns south along the narrow lane called Fairview. There are five small shoreline parks along Fairview, each handcrafted by citizen volunteers on public street ends adjoining the lake. At Hamlin Street, the route is obstructed by a private development called Mallard Cove. Trail users must scramble up a steep uphill grade to make their way around it via a series of unmarked alleyways. Returning to Fairview along Roanoke, the trail passes the city's largest and most venerable collection of houseboat communities and the NOAA base before joining Fairview Boulevard near the Lake Union Dry Dock. Bicycles take the high route along the Boulevard, while pedestrians will use a floating bridge to cross the old waterway at Zymogenetics. The trail then enters the South Lake Union area with its mix of restaurants, yacht dealerships and pleasure boat moorages, before returning to the Center for Wooden Boats at Lake Union Park.



Houseboats from the University Bridge

Bicyclists will stay along the edge of the boulevards, while pedestrians can walk along the water's edge – if they can find the routes provided by each of the developments along the shore. The complete Lake Union Loop Trail covers ten kilometers (6.2 miles). Although several major segments are yet to be developed, it is apparent that many bicyclists, runners and hikers are already using the route, and many times their number would use the trail once these connections are made. *We suggest that one of the first steps in completing the Trail should be to create a system of well-designed signs to mark the route and help users find their way around the existing obstructions. The signs could build public consciousness of the Trail's potential and increase popular support for measures to complete it.*



The Portage Bay Loop

To the east of Lake Union, a shorter loop is comprised of Pacific Boulevard and the Burke-Gilman Trail on the north, the Montlake Bridge, a newly recommended boulevard and trail network on the south, and the University Bridge on the west. The route connects to the entire Olmsted system via Montlake Boulevard, and provides access to the University's vast recreational resources on Union Bay, including sports fields, natural areas and boat rentals to explore the marshes of the Arboretum and Foster Island.

On the south shore, a network of walking trails extends from the Arboretum across Foster and Marsh Islands, along the Montlake Cut, under the University Bridge and through West Shelby-Hamlin Park, under Highway 520 and along the Bill Dawson Trail to the Montlake playfield. The University of Washington is working to create a similar trail on the north shore beginning on Boat Street and following Columbia Road to connect with a gravel path that leads along the Montlake Cut to Union Bay, where the route continues through the University's sports fields via Walla Walla, Canal and Clark Roads, connecting to Mary Gates Boulevard at the Center for Urban Horticulture.



Eagle's nest on Foster Island



Bridge from the Arboretum



Foster Island wetlands

The upcoming 520 Bridge project will have a significant impact on this loop. All alternatives include new trail connections to Montlake and some include a new trail up to 10th Ave. E. and Roanoke. *We suggest the City make every effort to assure that the 520 Bridge project is designed to enhance – rather than damage - this portion of the open space network.*



The Ship Canal Loop

To the west of Lake Union, the ship canal points toward Puget Sound and the Olympics. Trail segments along both shores of the canal are completed part way to Ballard, with plans in place and money in hand to complete the missing segments.

From the Fremont Bridge, the Burke-Gilman Trail passes along the north shore of the canal, turning north where the canal opens out into a series of shipyards. The trail bends northeast, following the old railroad right-of-way until it reaches 45th Avenue North, where it turns west on the street right-of-way toward the Ballard Bridge. Those wishing to complete the loop will cross the mile-long bridge, finding much traffic, but great views of Fisherman’s Terminal and the working shorelines of Salmon Bay. Upon reaching the south shore, trail users must (at least for the near term) work their way along Ewing Street through a rugged industrial area before picking up the South Lake Union/Ship Canal Trail again near Seattle Pacific University. The trail continues east under the Fremont Bridge and on to South Lake Union.

In the near future, the missing link in the South Ship Canal Trail will be completed with a segment from Ewing Street under the Ballard Bridge to Fisherman’s Terminal. That segment is one of the most important in the City, opening connections to the Elliott Bay Trail and the Magnolia Boulevard System as well as the Salmon Bay Loop trails. The boulevards that parallel these trails will run along Leary Way and 45th Avenue on the north side of the canal; and along W. Nickerson on the south.

We suggest that the City place a very high priority on measures to improve pedestrian and bicycle access to both ends of the Ballard Bridge – from the Burke-Gilman Trail to the north end of the Bridge and the Ship Canal Trail to the south end of the Bridge.





The Salmon Bay Loop

The Salmon Bay Loop may ultimately become one of the most popular routes in the City, but it will also be among the most challenging to complete because of the resistance of some industrial property owners along the preferred route. Beginning under the north approach to the Ballard Bridge, the preferred trail route would extend along the railroad right-of-way that runs next to Shilshole Avenue to the Chittenden Locks and on along Seaview Boulevard all the way to Golden Gardens Park. Those wishing to complete the loop would cross Salmon Bay at the Locks, taking time to watch both boats and salmon make their way into the inland waterway. On the south shore, they would have the choice of taking a .6 mile spur route to Discovery Park, or returning along Commodore Way to Fisherman's Terminal and the Ballard Bridge.

In addition to the connections this loop offers to Golden Gardens and Discovery Park, a spur route along Ballard Avenue offers a look at one of Seattle's most significant historic districts. From Fisherman's Terminal, it will be easy to connect to the entire Magnolia and Elliott Bay open space networks to the south.

We strongly recommend the City complete the missing link of the Burke-Gilman Trail as an essential step toward completing the Ship Canal and Salmon Bay Loop Trails.



A Diversity of Uses

The major challenge in completing these loop trails will be resolving the differences between trail advocates and industrial property owners, who view the trail as hazardous to the future of their enterprises. Similar problems have been resolved with industry along the Duwamish Trail, and with time and good will, we believe they can be solved in this area as well. While working toward the vision, we must take care to protect the diversity of uses that make Lake Union and the rest of the inland waterway system so interesting. The open space network we envision will not be what we want it to be without working shipyards, float plane bases and houseboat communities thriving alongside parks and trails. To protect those resources, the City may need to use tools such as the transfer of development rights and current use taxation as strategies to protect the diversity of uses in the Inland Waterways corridor.

While the completion of the Inland Waterways Open Space Network will take many years and great effort, we believe it to be one of the most exciting opportunities our City has to extend the Olmsted legacy.



CHAPTER FOUR

THE DUWAMISH RIVER OPEN SPACE NETWORK

Even in the Olmsted era, before industry had completely reshaped the landscape and channeled its great river, the Duwamish Valley presented a difficult challenge. Today the Duwamish Valley may be Washington State's most heavily industrialized area, with Boeing Field, steel mills, numerous manufacturing enterprises, and major port operations. Aerial photographs of the area show it to be the least "green" of any area in Western Washington. Yet, even in this relatively barren landscape, the tide has been turning. During the past thirty years, industrial practices have slowly begun to change. Under pressure from the Environmental Protection Agency, the National Oceanic and Atmospheric Administration and the citizenry, industry has dramatically reduced water and air pollution, and the Port of Seattle and nonprofit organizations such as the Environmental Coalition of South Seattle, have made significant strides, saving Kellogg Island as a nature reserve and restoring some segments of the Duwamish shoreline. The City has acquired significant portions of the greenbelts on both sides of the Valley, and the Port has created new street-end parks and a major green space adjacent to Terminal 5.

The development of the West Duwamish Trail has provided a green connection among these new open space resources. The two surviving residential neighborhoods in the Valley are also showing signs of new life, powered by the development of a growing arts enclave in Georgetown and a vigorous residential community in South Park.

Our recommendations for the Duwamish Open Space System are designed to build on these trends, with the understanding that the complete realization of the open space network we propose may take many years to achieve. Many may question whether the goal of creating such a network is even worth pursuing. Our affirmative response is based upon several realities:

- Nearly 100,000 people work in the Duwamish Valley and several thousand live in the two residential enclaves that have survived there. These blue collar workers and residents have the same needs for physical exercise and parks as the white collar populations who work downtown, and the same need for clean air and clean water.
- The health of the Duwamish/Green River system will be a major factor in determining the survival of the Puget Sound Chinook, which is listed as an endangered species.
- The Duwamish Valley is the site of superfund sites that are the focus of major environmental remediation.



Herring House Park

- Landscaping along boulevards and trails could help the urban environment by reducing air pollution and by encouraging thoughtful design as companies modernize their facilities.
- Since most visitors to Seattle enter the City from the south, the Duwamish Industrial Area is, in fact, the City's "front door" and its appearance creates a first impression in the minds of tens of thousands of visitors each year.
- Green connections across the Duwamish Valley are essential to the integrity of Seattle's open space system.

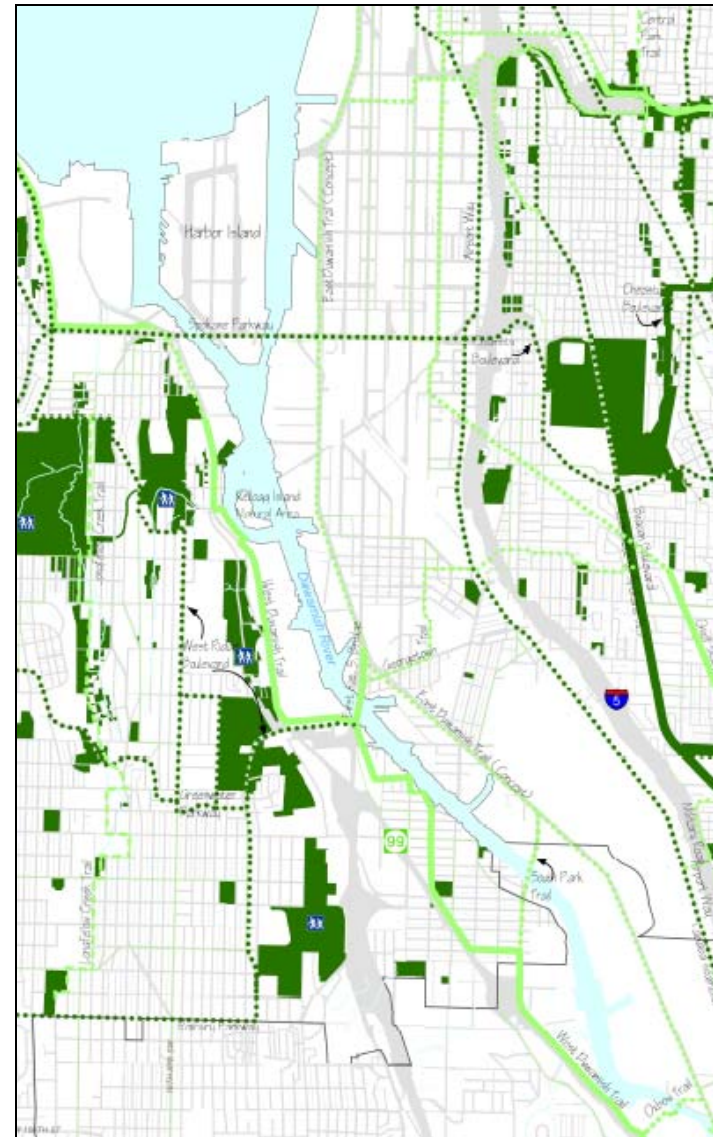
The Olmsted Plan included two crossings of the Duwamish: one at Georgetown, and another south of the present city limits near South Park. Our proposals closely parallel those original routes, and add two more, as well as routes running north and south.

The Urban Forest

The Duwamish Valley is, at present, almost totally devoid of trees. *We recommend a major effort to plant street trees throughout the area, beginning with the trail and boulevard corridors in this plan, and extending throughout the district as quickly as possible. This initiative will have many benefits: it will improve air quality, improve the appearance of the area, and help to attract high quality enterprises.*



West Duwamish Bikeway



Duwamish Open Space Network

The West Duwamish Trail

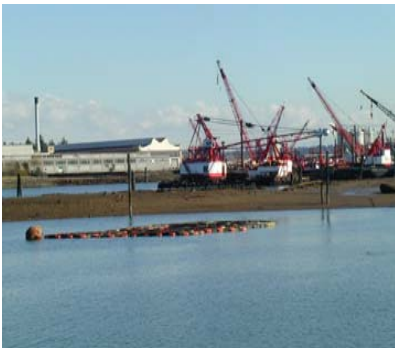
The “spine” of the Duwamish River Open Space Network is the West Duwamish Bikeway. During the 1990s, the City successfully developed the major bicycle trail along the western shore of the Duwamish River envisioned in the 1990 edition of Bands of Green. The trail offers unusual close-up views of the industrial waterway at a series of shoreline access points, and provides the connection between the Alki Trail system and King County’s Green River Trail. Two other opportunities should be acted upon quickly:

South Park Neighborhood Shoreline Park

The convergence of street ends along the river near the residential district creates the potential for developing a linear park that could be the catalyst for community development in South Park. The Environmental Coalition of South Seattle (ECOSS) has taken the lead in coordinating the restoration of the shoreline in this area and their efforts deserve the City’s wholehearted support.

Shoreline Access

In return for a series of street vacations, the Port of Seattle promised the City that it would develop a series of shoreline access points on both sides of the Duwamish River. *We recommend that the City monitor the Port’s compliance with the agreement and work with the Port to develop these shoreline access points as promised.*



Scenes along the West Duwamish Trail



Clearly, the development of good pathways for bicycles and pedestrians across the Duwamish depends on the improvement of the few bridges that cross the river.

We recommend that the Department become a strong advocate for including good bicycle and pedestrian facilities in the rehabilitation or replacement of the 14th South and Oxbow bridges.

THE CROSSINGS

Spokane Parkway*

The Spokane Street corridor is the second busiest thoroughfare in the state, passing through the heart of Seattle's heavy industrial zone to connect West Seattle with the center city. It provides the major link with the great open space resources of West Seattle and Vashon Island, and spectacular views of the city and its harbor. A bike route has been established within the corridor, via the low-level bridge and surface streets that run beneath the high level bridge structure. The route links the Alki and Duwamish trails with the center city. Although Spokane Street is, at present, profoundly urban in appearance, it could be enhanced substantially by planting more trees and limiting the billboards that mar the spectacular views along the corridor.

The Georgetown and South Park Trails

The idea of a Georgetown Trail first surfaced during a neighborhood workshop in 1990. Selecting the best route for the trail will require more study, but one good possibility begins at Beacon Boulevard at the south end of Jefferson Park and proceeds west on Snoqualmie to Maple Hill Park and then south on 12th Ave. S. to Cleveland High School and the Lucille Street Bridge.

After crossing the bridge into Georgetown, the pedestrian or bicyclist would have two choices. The northern branch of the trail would follow Lucille Street to 6th Avenue S., turning south to Michigan Street and across the First Avenue South Bridge to connect with the Duwamish River Trail. A southern route, called the South Park Trail, would proceed south along Airport Way past the historic Georgetown brewery and City Hall buildings, via Albro Street and Ellis Avenue South to East Marginal Way and the 16th Ave S. Bridge to South Park.

The Oxbow Bridge*

The Oxbow Bridge crosses the Duwamish south of the city limits in the area originally identified by the Olmsteds for a crossing. The bridge provides an opportunity to link the Beacon Boulevard system with the Duwamish River Trail if a way can be found across the railroad corridor just west of I-5. We suggest exploring the potential for a bicycle route from Beacon Boulevard along Military Road, under I-5 and across the rails via an overpass to Airport Way and along the south edge of Boeing Field. From there, the main trail would lead across the Bridge, and a short spur route would lead north to the Museum of Flight.

Clearly, the development of good pathways for bicycles and pedestrians across the Duwamish depends on the improvement of the few bridges that cross the river. *The Department of Transportation should continue to be a strong advocate for incorporating good bicycle and pedestrian facilities in the rehabilitation or replacement of the 16th Avenue South and Oxbow bridges.*



Military Road crossing under I-5



Scene along the Duwamish

East Duwamish Trail

Citizens have identified the potential for an East Duwamish trail along the all-but-abandoned rail corridor that runs parallel to East Marginal Way. At first glance, this idea did not seem to hold much promise, but on closer examination, it seems worth further investigation.

The railroad right-of-way has considerable potential as a bicycle trail. It is wide enough to provide a landscaped buffer against the highway and plenty of room for bicycle and pedestrian paths. A portion of the right-of-way adjoins Federal Center South, which is well landscaped and could provide both shoreline access and a resting point along the way. There may be potential for commuter use as well as recreation, since the right-of-way continues to the Boeing Offices and beyond.

We suggest that the City investigate the potential for acquiring this right-of-way for a trail.

BOULEVARDS AND PARKWAYS

In addition to the crossings, we suggest three routes within the industrial area for boulevard designation:



Boeing Field from East Duwamish Greenbelt

Airport Way Boulevard

Airport Way links the residential pocket of Georgetown with the International District, and Downtown with the King County airport. Portions of the route have already been landscaped and several handsome new industrial buildings have been constructed recently along this corridor.

Pioneer Boulevard (4th Avenue South)

One of the few continuous routes through the industrial area, 4th Avenue South is also a major entryway into downtown. It passes between Seattle's two historic railroad stations, and currently forms a hard edge between the International District and Pioneer Square. A more thoughtful treatment of this street could soften that border and help to encourage redevelopment in the area.

Royal Brougham Parkway

This route is destined to be the major corridor from 1-5 to the waterfront. In addition, Seattle's professional sports facilities are located along this corridor, making it even more important as a gateway for visitors from throughout the region.

CHAPTER FIVE

NEIGHBORHOOD OPEN SPACE NETWORKS

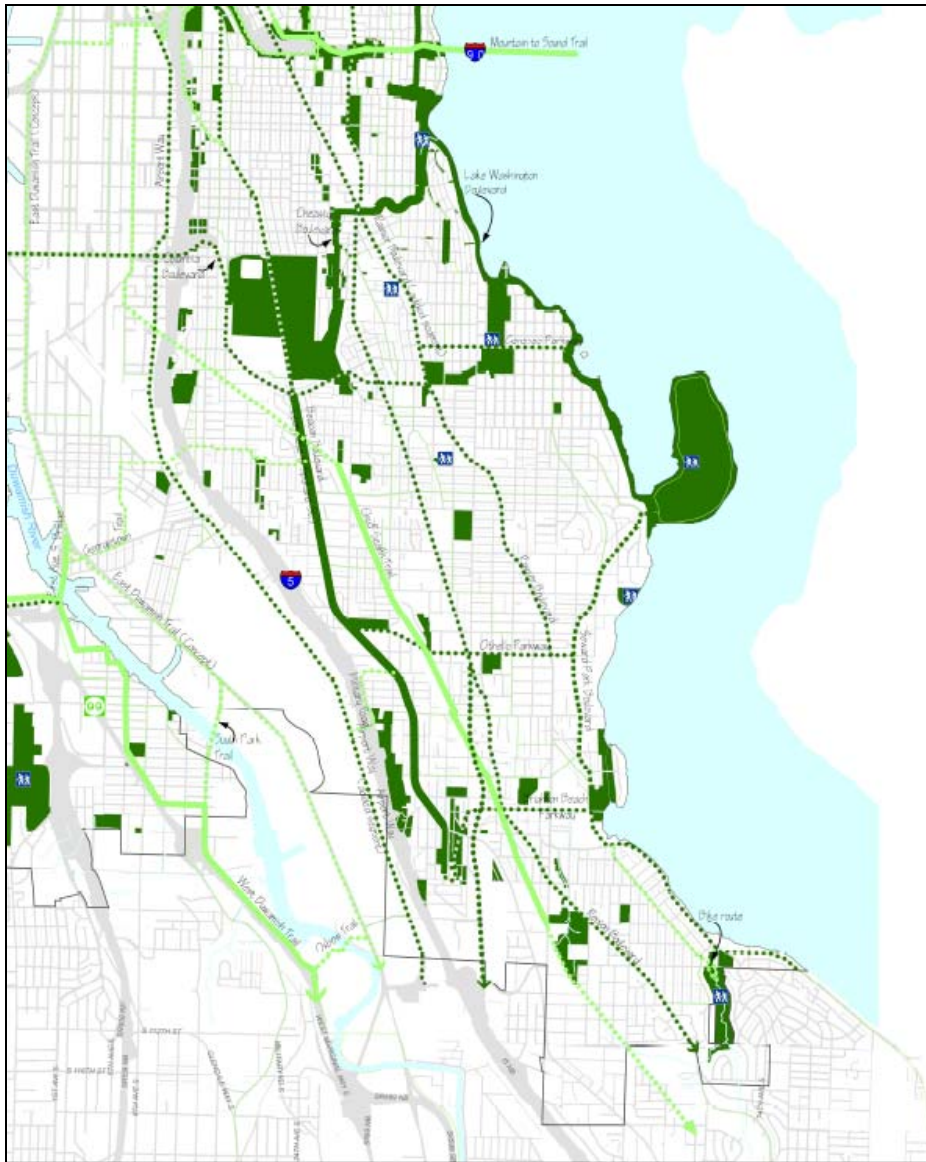
Southeast Seattle

The Lake Washington Boulevard System*

The grand shoreline park that extends north from Seward Park along Lake Washington Boulevard is Seattle's best known linear park. Developed early in the century very much as the Olmsteds envisioned it, the Lake Washington Boulevard system became even more valuable when the Montlake Cut lowered the level of Lake Washington by nine feet, providing a wide swath of park land all along the shore side of the Boulevard. Through good times and hard times, the Lake Washington Boulevard System has been vital to the health of the neighborhoods through which it passes. In the 1980s, a series of projects funded through the Seattle 1-2-3 Bond Program helped to restore the character and continuity of the boulevard.



Lake Washington Boulevard viewpoint

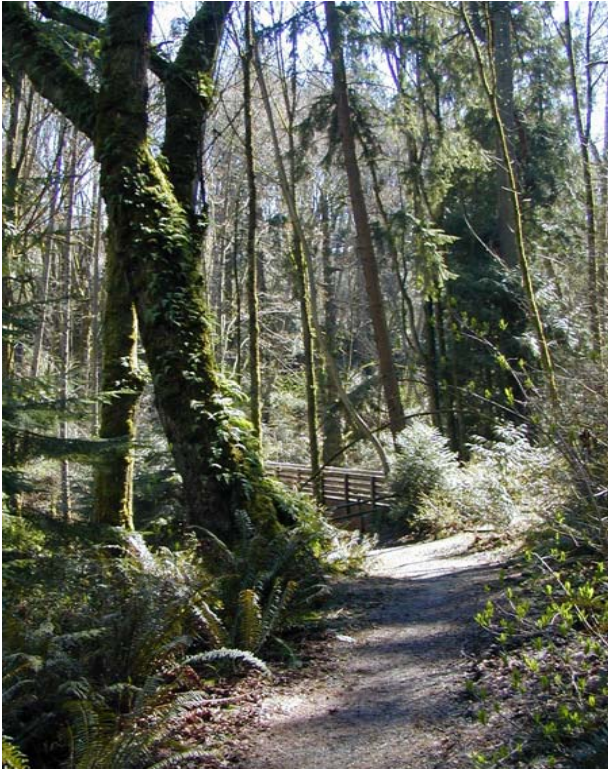


Seward Park Boulevard*

Although many Seattleites revere the Lake Washington Boulevard system, few realize that the Olmsteds originally envisioned the Boulevard extending south from Seward Park along Seward Park Avenue South to the city limits. Although the Avenue lacks the continuous shoreline access that characterizes Lake Washington Boulevard, it is a beautiful route with water views along much of the distance it travels. Along the way, Martha Washington Park and Atlantic City Park provide shoreline access, although the connections to those parks are difficult to find.



Beer Sheva Park



Taylor Creek Trail

We suggest that the boulevard designation continue along Rainier Avenue South to Renton, to provide connections to the Cedar River Regional Trail and the open space resources of the Maple Valley. We recommend a parallel bicycle route along Waters Avenue South to Dead Horse Canyon, where a winding road descends through a natural area surrounding Taylor Creek, regarded by some as Seattle's best salmon stream, to rejoin Rainier Avenue South. The woodland trail that follows the steep waterway is one of Seattle's best-kept secrets – an ideal wilderness hike within the City. Spot improvements that should be provided along this portion of the boulevard include:

- *Stone markers (like those placed along Interlaken) to mark Seward Park Avenue as a boulevard;*
- *Signage to mark the routes to Martha Washington Park and Atlantic City Park;*
- *Stronger connections to the route ascending Dead Horse Canyon;*
- *Habitat enhancements and additional property acquisitions along Taylor Creek to enhance its value for fish and wildlife.*



Kubota Gardens

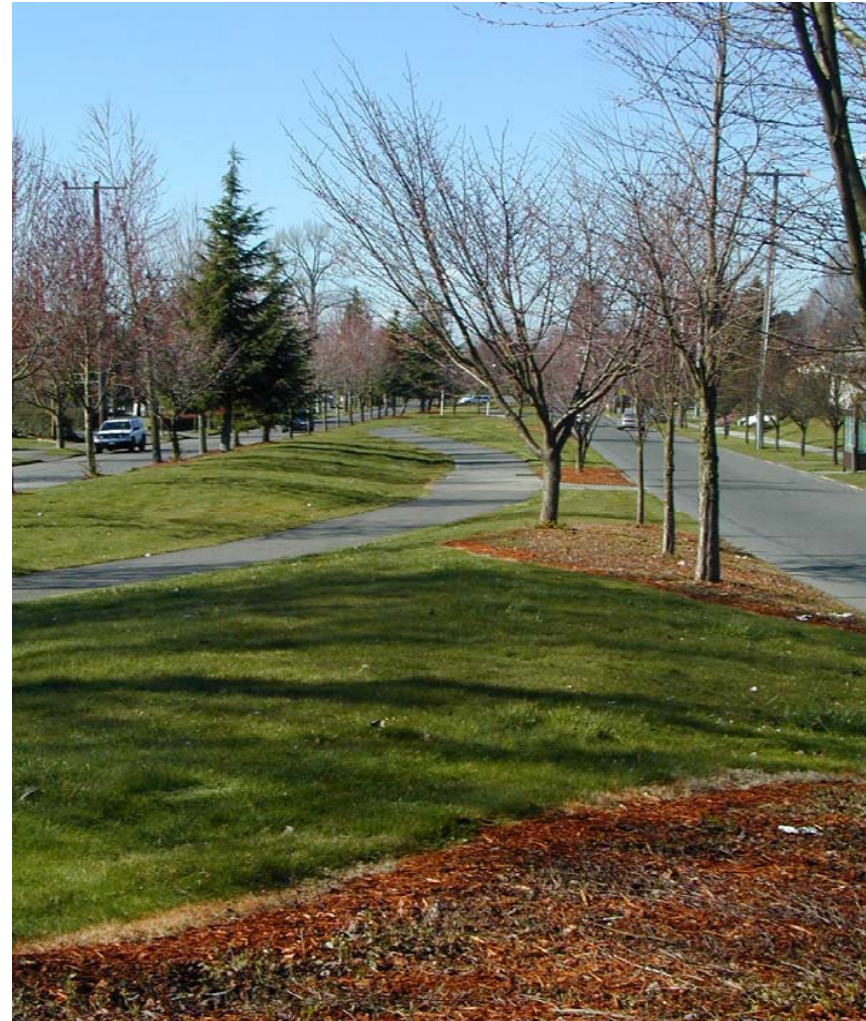
Renton Boulevard (Renton Avenue South)

Renton Avenue South is already identified as a major bicycle route in the City's bicycle plan, linking Seattle to the open space network of Southeastern King County including the Cedar River Regional Trail. With the emergence of Kubota Gardens as a major destination, Renton Avenue has become as an important connection to the Gardens, and deserves boulevard designation.

Beacon Boulevard*

Few Seattle residents realize that the Olmsted system was originally intended to include a grand boulevard along the ridge of Beacon Hill. Unlike the other elements of their proposed system, the Beacon Boulevard was not fully developed until the beginning of the twenty-first century. While the newly developed portions of the boulevard are quite impressive, and improve the sense of connection between the two halves of Jefferson Park, the portions of the Boulevard south of Jefferson Park are not completely successful. In the late 1970's the City landscaped the wide median platted by the Olmsteds, but in a compromise with local businesses, provided parking lots on the median near many of the intersections. *Over time, we suggest that Beacon Boulevard could be enhanced by:*

- *additional landscaping along the entire route.*
- *elimination of parking on the median as structured parking is developed in neighborhood business districts and transit service expands within the corridor.*
- *placement of artworks at appropriate locations along the median reflecting the diversity of cultures that comprise the Beacon Hill Community.*



Beacon Boulevard

Chief Sealth Trail (Beacon Hill Trail)

The original idea for the Chief Sealth Trail came from Harvey Manning in his guidebook for urban hikers (Footsore 1). The concept was included in the first edition of Bands of Green as “The Beacon Hill Trail.” Chief Sealth Trail lies within City Light right-of-way and will eventually extend all the way from the E-3 bus way south to Kubota Gardens and beyond the city limits into Renton. Even though utility towers rise along most of the route, the right-of-way has long been recognized by the community as a great resource for its rolling hills, broad meadows, and views of both the Olympics and Cascades.

During the past few years, the City’s Department of Transportation has worked with City Light and neighborhood organizations to develop a plan for a major regional trail within this corridor. The voters provided much of the funding for the trail through their support of the 2000 ProParks Levy, and the first major section of the trail, from South Gazelle Street to Henderson Street, has been completed. Through a creative agreement, the City was able to secure all of the soil needed for the berms and mounds that add interest to the trail from Sound Transit’s excavations for the Beacon Hill Tunnel, saving the City several million dollars and providing a way for the light rail contractor to recycle soils that would otherwise have gone to a landfill. In time, the Chief Sealth Trail may become as much a part of life in southeast Seattle as the Burke-Gilman Trail is for residents of northeast neighborhoods. *We recommend that the City continue to place a high priority on the completion of the Chief Sealth Trail.*



Chief Sealth Trail at New Holly

Martin Luther King and Rainier Boulevards

Portions of Rainier Avenue and Martin Luther King, Jr. Way were recommended as possible boulevards in the first edition of Bands of Green. Although these streets are dominated by dense commercial development along much of their length, we believed then that each deserved designation because of the importance of these arterials to the livability of Southeast Seattle.

Martin Luther King, Jr. Way has become an even more important corridor in the past decade. The construction of Sound Transit's light rail project, together with the complete transformation of the public housing projects at New Holly and Rainier Vista, are transforming Martin Luther King, Jr. Way into a model for the linkage of transit and new development.



With sufficient attention to design and landscaping, the Sound Transit project could make Martin Luther King, Jr. Way (MLK) the prototype for a new form of corridor – the “transit greenway,” which we describe in greater detail later in this report. North of the light rail project, MLK crosses Rainier to pass the terraced gardens of the Mt. Baker Apartments, the Martin Luther King, Jr. Memorial Park and the Seattle Tennis Center. It is the only thoroughfare to bisect Sam Smith Park on the lid of 1-90, and continues north past Powell Barnett Park to connect with Madison Parkway near the arboretum. Martin Luther King, Jr. Way is playing an increasingly important role in the life of the City and, with some additional improvements, could become a boulevard worthy of its name. *We recommend Boulevard designation for the entire length of this corridor, from Madison Boulevard to the south City limits.*

Rainier Avenue also has great potential. Originally one of Seattle's major street car routes, Rainier still has vestiges of ‘street car suburbs’ in Columbia City, Hillman City and other locations along the route. These historic neighborhoods are now the focal point for community development and reinvestment, and boulevard improvements could reinforce the gains that have recently been made, especially in the Columbia City and Genesee neighborhoods. Once construction of Sound Transit is complete and MLK Boulevard reopens, *we recommend that the City explore reducing the vehicle lanes on Rainier from four to three to provide lanes for experienced*

bicycle riders in both directions. These boulevards and trails, running north and south, would tie into parkways running east and west from Lake Washington across the Rainier Valley to Beacon Hill.

Brighton Beach Parkway*

The southernmost of our recommended parkways in Southeast Seattle was originally conceived by the Olmsteds to link Beacon Boulevard with Rainier Beach. The current proposal follows the Olmsted route through Dunlap Canyon and then along South Henderson Street to Lake Washington. The portion of the route that winds through the canyon has qualities similar to Interlaken Boulevard, but the eastern sections, along Henderson, will require formal tree plantings, streetscape improvements and changes in the uses permitted along its edges.

Othello Parkway

During neighborhood workshops in 1990, citizens identified Othello Street as a potential boulevard and bicycle route. It was a good suggestion then, and a better one now. The road leads from Beacon Boulevard and Van Asselt park through the New Holly Community to the Othello Light Rail Station. Continuing east, it crosses the valley near Othello Park and connects with Seward Park Avenue South just at the point where good views of Lake Washington begin.

Genesee Parkway

In 1987, the Mayor proposed a new boulevard route along Genesee, Rainier, and Columbia Way to the northwest corner of Jefferson Park. Like Othello, this parkway would provide a connection between major parks and reinforce community development efforts currently underway. Parkway improvements will encourage the residents of lakeshore neighborhoods to travel through the heart of the Rainier Valley, revealing what the Columbia City and Genesee Districts have to offer, and perhaps encouraging them to patronize the businesses in those areas more often.

The bicycle route we have proposed in this corridor diverges from the parkway to avoid the heavy traffic along Rainier and Genesee. After crossing Rainier from the west the bike route continues on Alaska Street to the Rainier Community Center and then heads north through Genesee Park to Lake Washington Boulevard.



Park volunteers in Southeast Seattle



Cheasty Boulevard*

A once beautiful country road and a part of the original Olmsted system, Cheasty Boulevard has been rediscovered in the past few years as a pleasant connection between the Rainier Valley and Jefferson Park and Beacon Boulevard. ProParks levy funds have been used to restore sections of the boulevard and create a walking trail along its sides. Nevertheless, the Boulevard remains damaged by the obliteration of its connection with Mt. Baker Boulevard in the Rainier corridor. This connection was severed in decades past to accommodate automobile traffic on Martin Luther King, Jr. Way and Rainier Avenue, and an austere pedestrian bridge is the only remaining gesture to the continuity of the Olmsteds' original design. The development of the light rail station at McClellan Street creates an opportunity to reestablish the value of the Boulevard for pedestrians, bicyclists, and all those who care about the appearance of the district. *We suggest the following ideas:*

- *The entry to Cheasty Boulevard from Martin Luther King, Jr. Way is almost impossible to find. The undefined land between MLK and the greenbelt should be landscaped, and the entrance marked appropriately.*
- *The developments to be constructed in association with light rail should be designed to enhance Cheasty and Mt. Baker Boulevards and restore a sense of continuity between them.*
- *In the event the pedestrian bridge is replaced, the design of the new bridge should reflect the historic character of the Olmsted system and nearby Franklin High School. Alternatively, a street level crossing for pedestrians and bicyclists could be established to reconnect the boulevards.*
- *The Parks Department should continue its effort to preserve the Cheasty Greenbelt, and explore the potential for a bicycle and pedestrian path extending from the Boulevard through the greenbelt to Bayview Street.*
- *The west entrance to Cheasty Boulevard from Beacon Boulevard should be marked appropriately.*

Southwest Seattle

Southwest Seattle probably has more potential open space resources than any other district of the City. Miles of saltwater beaches; spectacular views of Puget Sound, the Olympic Mountain range, Elliott Bay and the City's skyline; established regional parks, and Seattle's largest remaining greenbelts provide an extraordinary natural environment. With the voters' help, the City has made substantial progress in protecting these resources during the past two decades, although that progress must continue if the full potential of the area's open space network is to be realized. The topography of the area creates three major open space systems: the West Duwamish Ridge, the Longfellow Creek corridor, and the Saltwater Shoreline.



Lighthouse at Alki Point

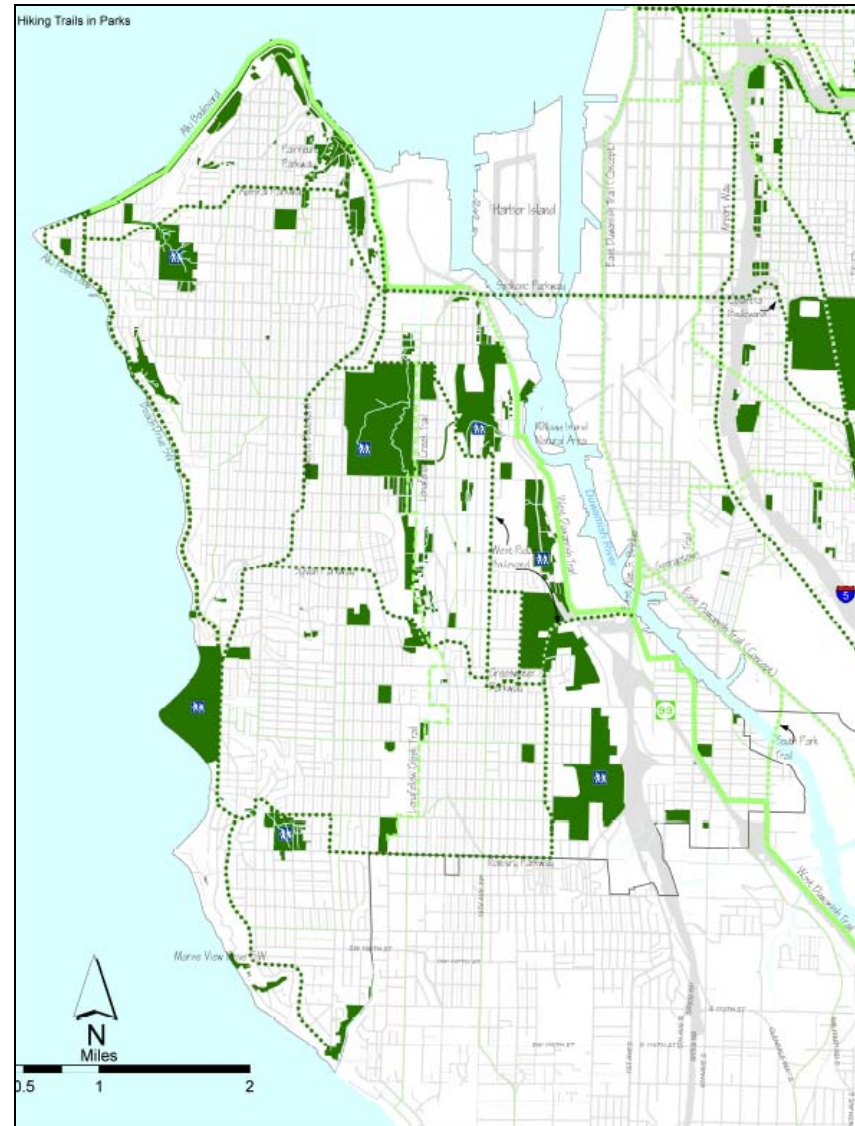
The West Duwamish Ridge West Ridge Boulevard

The greenbelt on the hills that rise above the western shore of the Duwamish River constitutes Seattle's second largest contiguous open space, second only to Discovery Park. When combined with Westcrest, Riverview, and Puget Parks, the Seattle Chinese Garden, and adjacent natural lands owned by South Seattle Community College, this greenbelt has the potential to become one of the City's greatest natural assets.

The West Ridge Boulevard is intended to provide a unifying element for that system of open space resources. It begins with Highland Park drive, which ascends the ridge from the Duwamish River Valley, passing through the West Duwamish greenbelt to a point near Riverview Park. From there, the Boulevard continues in two directions: due south along 9th Avenue southwest to Westcrest Park; and north by way of Webster, 12th, Holly, and 16th Avenue to Puget Park. From there, the route descends to the Delridge Playfield by way of SW Dawson and 22nd Avenue Southwest.

We also propose a separate trail for bicycles and pedestrians ascending through the greenbelt along the old Department of Transportation road from Highland Park Drive to the north end of Riverview Park. The Boulevard and trail would provide the unifying elements for a magnificent series of park lands, ranging from the formality of the Seattle Chinese Garden at the Community College Arboretum to the natural areas within the West Duwamish Greenbelt and Puget Park.

To fully realize the potential of these resources, we suggest that the Parks Department develop a unified plan for all the open space lands along the West Duwamish Ridge. We also suggest approaching the Community College to coordinate the open space plan with plans for the future development of the campus.





In the City's Greenbelt

The Longfellow Creek Trail System

Longfellow Creek, one of Seattle's few perennial streams, has been the object of an intense restoration effort by the citizens of the Delridge Valley for two decades. They have developed a plan for a trail along almost the entire creek bed, from its headwaters near Roxbury Street all the way to South Dakota Street, a distance of several miles. Through the dedicated efforts of many citizens, Seattle Public Utilities and the Parks Department, most of that plan has been realized. Today the Longfellow Creek Trail and creek restoration have become models for other neighborhood open space projects throughout the city.

The Longfellow Creek trail is now envisioned by community members as the spine for a future network of trails connecting to Camp Long and the High Point Community on the hills to the west, and South Seattle Community College and other destinations on the east. *We recommend that the City continue to work with the citizens of Delridge, High Point, and other nearby communities to fulfill the vision of the Longfellow Creek Trail and connecting trails to complete an integrated network of trails.*

The Saltwater Shoreline Alki Boulevard*

The saltwater shoreline extends nearly five miles from the mouth of the Duwamish River around Duwamish Head and Alki Point to Lincoln Park, Fauntleroy Cove and the high bluffs beneath Marine View Drive. The Olmsted Brothers originally designated the shoreline route as a boulevard for about half of this distance. In 1987, the Mayor proposed extending the boulevard designation along the remainder of Harbor Avenue to the West Seattle Bridge, and along Fauntleroy Avenue past Lincoln Park and east ascending the ridge along SW Barton Street. In addition, the Mayor proposed boulevard designation for California Avenue SW as it ascends through the greenbelt at Duwamish Head to the viewpoint overlooking the City. *We urge the City to adopt those recommendations and create a plan for boulevard and trail improvements throughout the corridor.*



Duwamish Head

Enhancement of Alki Boulevard

The shoreline from Duwamish Head to Alki Point is among the city's greatest treasures. When the first edition of Bands of Green was written in 1990, we noted that:

“lawns and bike paths like those along Washington Boulevard would make this a truly spectacular linear park, but instead much of the public land along the shore is a no-man's land of asphalt. A forest of utility poles lines the southeast side of the Boulevard, and the buildings and fixtures within the park lack a consistent character.”

Today many of the improvements we had hoped for are in place. A fine trail now runs along the shore, separate from traffic. Plantings and park buildings have been improved. Furthermore, the linear park along the water's edge has been greatly expanded to the south along Harbor Avenue by the creation of Seacrest Park and the major trail and park improvements funded by the Port of Seattle as part of the development of Terminal 5.

However, continuous public access to the shoreline ends abruptly about one-half mile south of Alki Point. For most of the rest of the way to Lincoln Park, residences stand between the Boulevard and the shore. Where the Department has obtained property, beautiful pocket parks provide windows on the Sound, but there are too few of them.



Beach south of Alki Point

We suggest that the Department acquire additional shoreline properties to open more “windows” on the Sound. We also recommend that the Department work with the federal government to eliminate the parking lot that currently separates the recommended Boulevard from the Alki Point Lighthouse, and replace it with appropriate landscaping, so the full scenic and historic values of the Lighthouse can be realized.

Marine View Drive Southwest

Beyond Lincoln Park, Marine View Drive ascends south from Fauntleroy Cove to provide spectacular views of Puget Sound, including large areas of the Sound which are not visible from any other point in the City. The City has recognized the route as a protected view area, and *we are suggesting it be designated as an extension of the Alki Boulevard system.*



Fauntleroy Landing

Fauntleroy Boulevard

Everyone who has taken the State ferry to Vashon Island knows this route as the fastest way from the West Seattle Bridge to the Fauntleroy ferry terminal, and the nearby neighborhoods suffer from constant streams of commuter traffic. *Nevertheless, we feel very strongly that Fauntleroy deserves boulevard designation.* It is the City's chief connection to Lincoln Park and, perhaps more important, to the ferries that provide the only public access to the countryside of Vashon Island and the Kitsap Peninsula. The Islands and the Sound are among Seattle's most important natural resources, and the routes that open them to the public should certainly be celebrated as part of the open space system.

To connect the Duwamish, Longfellow and Alki open space systems, we propose a number of parkways running east and west across the ridges and valleys of West Seattle:

Fairmount Parkway

From Seacrest Park, Fairmount ascends through a heavily forested ravine to West Seattle High School and Hiawatha Park. *We recommend designating this route as a parkway and protecting as much of the greenbelt as possible.*

Admiral Parkway

In the 1980s, the Mayor recommended designating the eastern half of this route as it rises to the top of the ridge and the spectacular views of the City skyline. *We suggest extending the designation west to provide a link with Schmitz Park and panoramic views of Puget Sound.*

Sylvan Parkway

This route begins at Highland Parkway and crosses West Seattle by way of Holden Street, Delridge, Sylvan Way and Morgan, joining Fauntleroy as it turns south to Lincoln Park. Along the way it passes through the West Duwamish and West Seattle greenbelts and the High Point neighborhood, which is being reborn as a model of environmental sustainability.



The Port from Admiral Parkway

Roxbury Parkway

The southernmost route of the West Seattle boulevard system, Roxbury Parkway is intended to provide a strong connection between Westcrest Park and Roxhill, Fauntleroy and Lincoln Parks to the west. This linkage is extremely important if Westcrest Park is to fulfill its potential as an integral part of the park system.

The Western portion of this route has long been recommended for designation. It offers spectacular views of the Sound and the Olympics, although one must ignore a forest of utility poles to enjoy them. At 35th Avenue Southwest, the route shifts south to Roxbury Way, the boundary line between the City and King County. The new parkway will run through White Center, a very diverse neighborhood that is working hard to emerge from a long period of governmental neglect. Parkway treatment would reinforce the community's efforts, and provide a strong northern edge for the new HOPE VI community at Greenbridge.



Arboretum Trail

Central Seattle

The Central Area presents a much more complicated task than the neighborhoods to the south, for the simple reason that fewer natural areas remain undeveloped. While the neighborhoods along Lake Washington and on north Capitol Hill have been very well served by the Olmsted system for one hundred years, until the 1970s there were very few parks in the neighborhoods away from the shorelines, and it seemed there would be little likelihood of acquiring new ones. During the past three decades, however, the City and residents of the Central Area have improved access to the Olmsted system and seized opportunities to provide better parks for underserved areas by creating Sam Smith Park above I-90, by lidding a major reservoir to create Cal Anderson Park, and by transforming the playground at T.T. Minor School through the Mayor’s “Grey to Green” Program. The Seattle Parks Foundation has played an important role by developing Homer Harris Park and improving other parks and playfields in the Central Area. We propose additional linear parks and enhancements of the Olmsted system within the Central Area.

Lake Washington Boulevard/Arboretum/Interlaken Boulevard*

The original Olmsted Boulevard system remains the backbone of Central Seattle's park system. However, a number of improvements are needed, and there is at least one major threat to the system that must be converted to an opportunity – the rebuilding of State Route 520 from I-5 to the east side of Lake Washington.





Colman Park

The New Evergreen Point Bridge

We believe that the 520 bridge project could be designed to enhance rather than harm the parks and neighborhoods through which it passes. *To that end, we suggest:*

- *The 520 bridge should include a multipurpose trail on the bridge like those on I-90, opening new connections to northeast King County. On the Seattle side, the trail should provide connections to the University of Washington, the Burke-Gilman Trail, Montlake, Eastlake, McGilvra and downtown Seattle.*
- *520 exit/entrance ramps should not use Lake Washington Boulevard but should instead connect to existing major arterial streets.*
- *Lids should be built to bridge the chasms the highway has already created between neighborhoods and provide new park land like the lids on I-90.*
- *Old ramp structures within the Arboretum should be removed.*
- *Landscaping within the right-of-way should reflect the standards achieved in the I-90 right-of-way on Mercer Island.*

Providing a graceful corridor that respects adjacent neighborhoods and mitigates the damage to parks and wetlands will be a major challenge that requires both vigilance and imagination. We recommend that the Parks Department, the Transportation Department and the Planning Department devote the necessary staff time and resources to address these challenges.

Portage Bay Parkway and Trails

In the near term, we recommend boulevard or trail designation for a number of short segments to further unify the park system and create essential elements of the Portage Bay Loop described earlier. These include:

- *Boulevard designation and improvements along Calhoun and Fuhrman to provide a level shoreline connection between Montlake Boulevard and the University Bridge.*
- *Signage marking the existing but little known trails leading from the Montlake Bridge under 520 to the Montlake playfield.*
- *Boulevard designation and improvements for the section of Boyer Street that connects the University Bridge to the Arboretum.*

Arboretum Bike Trail

The Washington Park Arboretum is one of the great treasures of the Olmsted legacy. While it has sometimes suffered periods of neglect, the creation of the Arboretum Foundation and the passage of the ProParks 2000 Levy have set the stage for significant improvements. We believe those improvements should include a bicycle trail that provides a safe and pleasant connection between the Lake Washington neighborhoods and the Inland Waterways trail system. Currently, bicyclists (and in some places pedestrians) are forced to share the two lanes of Lake Washington Boulevard with an ever-increasing stream of automobiles, using the historic parkway as if it were an onramp to an interstate highway. While experienced bicyclists may find these conditions acceptable, they are hazardous for many, and especially for children.

We suggest that Seattle has many landscape architects with sufficient skill and reverence for the Olmsted legacy to create alternatives for an off-street trail through the Arboretum that would honor that legacy. One alternative is an over-water connection linking the McGilvra neighborhood to a new bike trail on the 520 Bridge.

In the near-term, while such a trail is being planned, steps should be taken to protect Arboretum Drive, the “back road” through the Arboretum. This winding road is a peaceful and beautiful route that should remain the domain of bicyclists and pedestrians. If necessary, the City should put speed bumps and other traffic calming measures in place to ensure that automobile traffic does not ruin this great place.



Along Arboretum Way

Martin Luther King, Jr. Boulevard (continued from Southeast)

Martin Luther King, Jr. Boulevard passes through the Central Area, bisecting Sam Smith Park, and passes by Powell Barnett Park before connecting to Madison Parkway near the Arboretum. Portions of the route have mature trees and already have a boulevard character. Other areas along the route are marred by billboards, unscreened auto repair shops, and parking lots. In addition, City Light’s pruning of the street trees along the route can fairly be described as brutal. We strongly believe that Martin Luther King, Jr. Way deserves much better treatment. *We suggest the City:*

- *Phase out the billboards, by regulation if possible, or by transferring rights if necessary.*
- *Underground the utilities within the corridor.*
- *Prevent paving of the planting strips.*
- *Mark the north terminus of the Boulevard at Madison with public art in the triangle on the northern edge of the intersection.*

Capitol Hill Boulevard (10th Avenue East, East Galer)

By designating 10th Avenue East from Roanoke Park to Prospect, we will complete a loop route around Volunteer Park, connecting to the northern branch of Interlaken Boulevard. The designation of a short segment of East Galer would provide the link the Olmsteds intended between the south branch of Interlaken and Volunteer Park.

Jose Rizal Boulevard (12th Ave. East)

The Jose Rizal Boulevard begins at the southern edge of Volunteer Park and extends to Pacific Medical Center and Jose Rizal Park on Beacon Hill, via the only bridge across the Dearborn Valley. Along the way, the route passes through the campus of Seattle University, the Yesler-Atlantic district and the eastern edge of the International District. Until recently, this route was nondescript, with less-than-desirable land use patterns along its sides. But the strong visual elements at the southern end of the route (Pacific Medical Center's art deco tower and Mt. Rainier) give it great potential. Furthermore, boulevard designation could help to encourage the better development patterns that have already begun to emerge along the route, spurred by Seattle University's initiatives to beautify and expand its campus. A number of recent private developments have also contributed to the positive trend. Spurred by Neighborhood Plans, the City recently invested in new pedestrian lights along the right-of-way, but missed the opportunity to underground the utilities in the process. *We recommend the City continue to improve this corridor through planting, undergrounding, and land use controls.*

Madison Parkway

Madison Street is one of the few major arterials that connects Lake Washington to the Central Waterfront. Cutting northeast across the grid, Madison follows an historic streetcar route past the region's major hospitals and the campus of Seattle University. From Broadway, it climbs Capitol Hill and the Central Area before descending a steep grade to Madison Valley to intersect Lake Washington Boulevard. From that point, the street takes on a boulevard character as it passes between the Washington Park and Broadmoor neighborhoods before ending at the water's edge in Madison Park. *We recommend designating the entire route as a parkway, undergrounding the utilities, planting additional street trees, and applying more rigorous land use controls within the western half of the corridor.*



Leschi Park Moorage at the foot of Yesler

Yesler Parkway

Yesler Way is one of the most important streets in Seattle's history. It was the original "Skid Road" - the dividing line between the respectable and the raucous sides of the City. The original streetcar line along Yesler provided the connection to the Lake Washington ferry landing in Leschi, and to one of Seattle's first parks on the hill above the ferry terminal. Yesler remains one of the City's most interesting streets, rising from the waterfront through the historic districts of Pioneer Square and the International District to become the central avenue of the City's most venerable public housing community and the informal capitol street of the Central Area, with Pratt Park, the Central Seattle Community Health Center and the Douglass-Truth Library along its sides. After crossing a final ridge near Leschi School, Yesler ends at the Dreamcatcher monument to Native American heroes Bernie Whitebear and Luana Reyes. The historic Olmsted loop route crosses Yesler at this point, winding through the forested ravines of Leschi and Frink Park. Along the way there are beautiful views of the Sound, the city, and Lake Washington. Yesler deserves special treatment. *In addition to Boulevard designation, we suggest:*

- *A foot trail should be established in the right-of-way from the Dreamcatcher monument at the east end of Yesler across the old streetcar bridge to Leschi Park.*
- *The City should implement Justina Boughton's 1989 plan for a "Yesler Greenway" extending west from I-5 to the waterfront, integrating the existing fragments of open space in that corridor to create a unified green space for the adjacent neighborhoods.*

Jackson Parkway

While Yesler can fairly be called the "civic street" of Central Seattle, Jackson Street is its main commercial street, with a history every bit as interesting as that of Yesler. Fronting on the City's two historic train stations, Jackson Street has welcomed many generations of immigrants, including Chinese, Japanese and Filipino pioneers who created their own ethnic enclaves in the International District along the north and south sides of Jackson. After passing under the I-5 freeway, Jackson enters the District now called "Little Saigon" for its concentration of Vietnamese businesses, then rises through the Central Area to the emerging urban village at 23rd Avenue and continues on to end at 32nd above Frink Park.

Although there have been many positive changes along Jackson during the past two decades, there have been losses as well:

- *The vibrant jazz scene that flourished on Jackson during the 1940s and '50s has vanished, except for a few photographs on the walls of the Starbucks at 23rd Avenue.*
- *The City failed to create a sound plan for the development of the urban village at 23rd and Jackson, and as a result, the area has developed as a hodgepodge of commercial and residential uses placed almost at random among surface parking lots.*

The City's Planning Department has taken the first step toward recognizing the importance of Jackson Street by including the western portion in its visionary "Blue Ring" proposals for an open space network in Seattle's Downtown neighborhoods. *We support the department's proposals to enhance the character of Jackson in Pioneer Square and the International District. In addition, we suggest that the City:*

- *Designate Jackson as a parkway, with bicycle lanes to take advantage of the relatively gentle slope and provide safe bicycle access between the Central District and the South Downtown neighborhoods.*
- *Underground the utilities and eliminate the billboards.*
- *Provide street trees selected to celebrate the diverse character of the communities through which it passes.*
- *Provide design guidelines for the urban villages at 12th and 23rd to reduce the land devoted to parking, provide more coherence in design and create a more pedestrian-friendly environment.*
- *Install public art to honor the history of Jackson as the center of Seattle's jazz scene.*



Bicyclists on Lake Washington Boulevard

The Mountain-to-Sound Greenway Trail

The citizens of Central Seattle fought many battles over the construction of I-90 through their neighborhood. As a result of their efforts, much of I-90 is lidded and a linear park and bicycle trail are now in place, with connections to Mercer Island and the East Side communities. The Mountain-to-Sound Trail passes under Mount Baker Ridge in its own tunnel and emerges in Sam Smith Park on the I-90 lid. However, it ends at the Jose Rizal Bridge. The Seattle Department of Transportation, in partnership with the Parks Department and the Washington State Department of Transportation, is completing design on a project to extend the trail to the waterfront, and we support those plans.

Central Park Trail

The Central Park Trail was created by citizen action in the late 1990s to connect several of the Central Area's parks. Today the trail serves as an entryway in the Central District from the Mountain-to-Sound Greenway, connecting Sam Smith, Judkins, Blanche Lavizzo and Pratt Parks, and providing pedestrians and slow bicyclists with a pleasant route that, in time, should be extended along Yesler or Jackson to downtown and the waterfront.



Downtown skyline

Downtown, Queen Anne & Magnolia

THE BLUE RING

In 2002, the City Planning Department developed a visionary plan to extend the Olmsted vision into the most heavily developed section of the City. The plan was called the “Blue Ring” because it focuses on creating connections to Lake Union and Puget Sound. The major elements of the Blue Ring include Lake Union Park, the Bay to Sound Trail⁶, the Olympic Sculpture Park, redevelopment of the central waterfront, Jackson Street, a First Hill connector, expansion of Freeway Park, Cascade Park, and a complex network of green streets within the area surrounded by the Blue Ring.

The City’s Planning Department’s Web site describes the Blue Ring in detail at:

http://www.ci.seattle.wa.us/dclu/CityDesign/DesignLeadership/Conn_n_Places/The_Blue_Ring.htm.

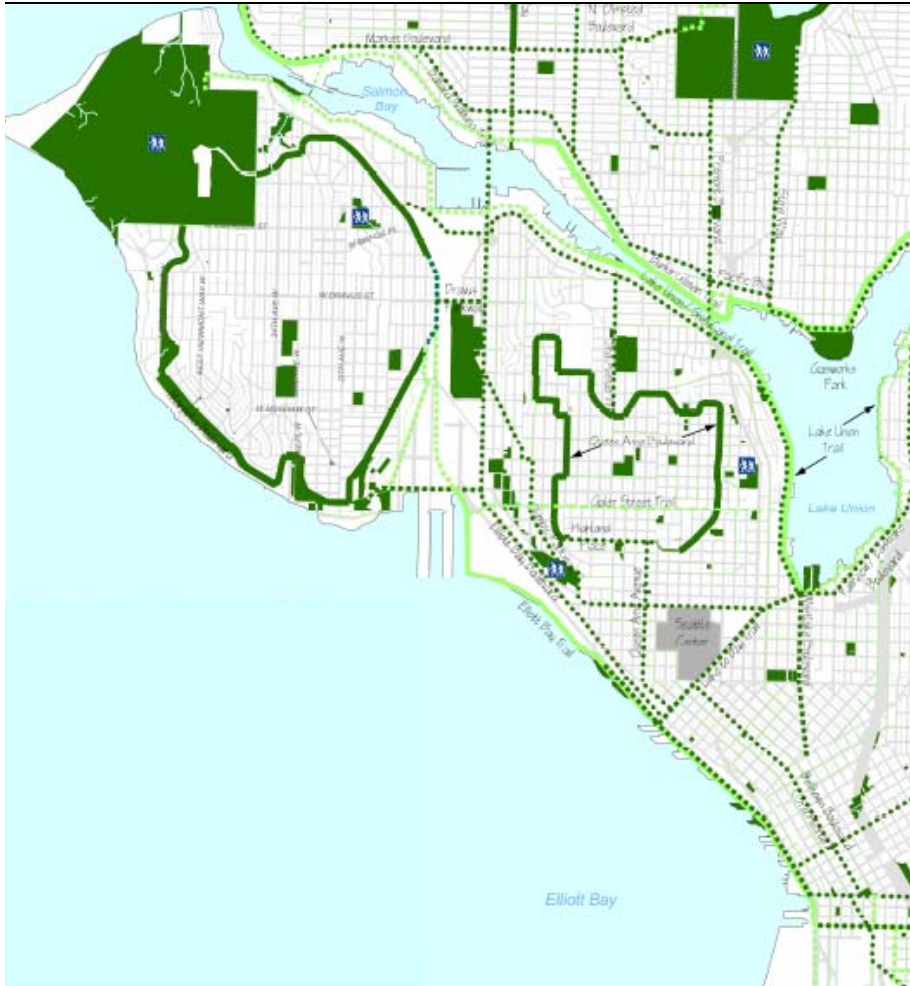
We enthusiastically embrace the Blue Ring plan, and have included most of its major elements in our recommendations.

Harborfront Boulevard & Linear Park (Alaska Way)

The cornerstone of the Blue Ring is the central waterfront. For generations, the City has been cut off from its waterfront by the Alaska Way Viaduct. With the Nisqually earthquake, the City and State began an intense effort to replace the viaduct. Many hope the project will eliminate the viaduct, either by replacing it with a tunnel or by tearing it down and creating better transit alternatives. The hope is to free the waterfront to fulfill its destiny as Seattle’s face to the world. The Planning Department, Allied Arts and many of Seattle’s best designers have participated in the exploration of the possibilities for this corridor. Some of those concepts can be seen at:

- http://www.cityofseattle.net/dpd/Planning/Planning_Exhibit/Central_Waterfront/
- <http://www.alliedarts-seattle.org/>

⁶ This trail was formerly referred to as the “Potlatch Trail,” but has been changed at the request of local tribes.



Westlake Boulevard

The creation of a boulevard along Westlake is a second key element of the Blue Ring. Development of the Boulevard as planned would solidify the identity of the South Lake Union neighborhood, and provide a green connection between Westlake Center and Lake Union Park. The South Lake Union streetcar will also travel this route. One block west, Ninth Avenue has the potential to provide a direct route for bicyclists.

Belltown Boulevard (3rd Avenue)

The 1985 Downtown Plan envisioned a major expansion of the residential population of Belltown, and during the past twenty years, that vision has come true. New housing projects are rising rapidly in Belltown. To reinforce the neighborhood character of the area, the 1985 plan envisioned Third Avenue as a boulevard from Stewart Street to Seattle Center. The Belltown Boulevard would create a stronger sense of connection between Downtown and Seattle Center, and reinforce the emerging neighborhood feeling of Belltown.

Seattle Center

The Center is a unique open space resource near the heart of the City, yet for many years it was walled off from its surroundings by buildings and fences. During the past few years, the Center's leaders have taken steps to change that by demolishing Building 50 to create a grand lawn on the Center grounds near Broad Street, by tearing down the fences, and by making the entrances to the grounds much more welcoming. Recently the City sold the Center's east parking area to the Bill and Melinda Gates Foundation, creating the possibility that a landmark building will be developed on the Center's eastern edge.

We believe the positive evolution of the Seattle Center will be reinforced by the designation for the portion of 5th Avenue that passes through the Center grounds as a boulevard. During the past few months, there has been a groundswell of public support for naming a thoroughfare within Seattle Center's theatre district in honor of the legendary playwright August Wilson. We add our encouragement to the many voices that have supported that idea. Although we recognize several alternatives are being studied, we have shown the 2nd Avenue North right-of-way on our map as August Wilson Way. This walkway connects the Charlotte Martin Children's Theatre, the Fisher Pavilion, Intiman Playhouse, and the Seattle Repertory Theatre, where many of Wilson's plays had their maiden productions. We are hoping the City, Center officials and Mr. Wilson's many admirers find appropriate ways to mark this route in his honor.

In 1987, Mayor recommended boulevard designation for Broad Street as it rises from the waterfront to Seattle Center. That designation would be even more appropriate today to establish a strong connection between Seattle Center and the magnificent new Olympic Sculpture Park between Elliott Avenue and Elliott Bay.

Olympic Parkway (Mercer Street)

The City has long planned major improvements along Mercer Street between the I-5 freeway and 9th Avenue. With the accelerating redevelopment in the South Lake Union area, those plans may finally come to fruition. *We suggest continuing the streetscape improvements farther west along Mercer and Olympic Way to Kinnear Park, connecting with 8th Avenue West and the Queen Anne Boulevard system. This would provide a new link between the Center and the historic boulevard system on Queen Anne Hill.*

Lake-to-Bay Trail

Another necessary connection is, of course, a pedestrian and bicycle link between South Lake Union, the Seattle Center and the waterfront. Although they are separated by just a few blocks, that distance is a death valley for bicyclists and pedestrians. The new Olympic Sculpture Park, the upcoming Mercer Street redevelopment, and the possible reconnection of the grid system across Aurora Avenue will provide the opportunity to create a safe and attractive connection among these destinations. *We suggest the City plan the development of the Lake-to-Bay Trail in conjunction with the construction of these projects.*



Elliott Bay from Queen Anne Boulevard



Queen Anne Boulevard

Queen Anne

The Olmsted Plan left an indelible mark on parts of Queen Anne and Magnolia, especially where the boulevards and parks they planned provide magnificent views of Puget Sound. But these two neighborhood open space systems have been isolated from one another, and from the rest of the City's open space system, by the nature of past development in the Interbay Valley that lies between them. Our goal should be to restore the integrity of the Olmsted legacy in these neighborhoods and create connections that would make the Olmsted boulevards and parks more accessible and even more valuable.

Queen Anne Boulevard Enhancements*

Queen Anne Boulevard is a wonderful historic route, designed by the Olmsteds to take advantage of magnificent views in every direction. Although the City has made significant improvements in the Boulevard during the past decade, most Seattle residents are unaware of its existence, and those who try to follow it often lose their way as the Boulevard winds around the hillside on streets with other names.

The views from the boulevard are so emblematic of the city that we suggest the following enhancements to connect it more strongly to the open space system:

- *Highland Place: We suggest designating Highland Place as part of the Boulevard to complete the loop we believe the Olmsteds intended to create.*
- *Queen Anne Avenue: The historic counterbalance route provides magnificent views of Puget Sound and a logical connection between the waterfront and Queen Anne Boulevard. We suggest it be designated as a Boulevard.*
- *3rd Avenue North: Developing a boulevard connection along this route would link Queen Anne Boulevard to Rogers Field, the Seattle Pacific Campus and the Inland Waterways Open Space Network.*
- *Gilman Boulevard: The eastern portion of Gilman Drive, together with Howe Street and Olympic Way, provides one of the few gentle ascents of Queen Anne Hill. For that reason it is already a major bicycle route between Interbay and Seattle Center. We suggest that this route be designated as a part of the boulevard system.*
- *Marking the Way: We suggest providing wayfinding along the Queen Anne Boulevard by marking the way with symbols as the route turns and the names of the streets change. The historic streetlights that top the walls on the western portion of the boulevard could serve as the design for these markers.*

The Galer Street Walkway

The stairways in the Galer Street right-of-way create a potential pedestrian trail from Lake Union to the Sound. Three of the most formidable barriers - Westlake Avenue, Aurora and the railroad tracks - have been bridged in recent years, and a new crosswalk has been installed on Dexter.

We suggest that the City create the needed linkages to complete the Galer Street Walkway to connect South Lake Union and Puget Sound to the Queen Anne neighborhood.

Interbay

The Interbay industrial area effectively severs most of the possible green connections between the Queen Anne Boulevard system and the Magnolia open space network. However land use patterns in Interbay are shifting. The Port of Seattle, with huge holdings in the area, is currently considering future development in the southern half of Interbay, including the possibility of locating cruise ships at Terminals 90 and 91. There are rumors that Burlington Northern may move its switchyard from the northern portion of the valley.



Galer Street Pedestrian Bridge

In addition, the City is currently planning to replace the Magnolia Bridge, the gateway to the Magnolia boulevard system. These changes create the opportunity to provide trail and linear park connections linking Queen Anne and Magnolia as well as between Salmon Bay and the City's waterfront. The alignment and design of the Magnolia Bridge will be especially important in establishing a strong sense of continuity between the historic Olmsted Boulevard systems on Queen Anne and Magnolia.

We recommend that the Parks Department, the Department of Transportation and the Planning Department work with the Port, the railroad and other stakeholders to complete a network of trails throughout the Interbay valley.

Elliott Bay Boulevard

The Olympic Sculpture Park has been completed on the waterfront. The Sculpture Park promises to become the crown jewel in a linear park network that will extend north along the shoreline through Myrtle Edwards and Elliott Bay Parks to Smith Cove Park at the south end of Interbay.

We suggest that Elliott and 15th Avenues be developed as a boulevard route to complement the shoreline park and anchor the redevelopment of this corridor over time as a "Transit Greenway" as described in a later chapter of this report.

Elliott Bay Bicycle Trail

The Port's plans for redevelopment of its "North Bay" holdings in Interbay create an incredible opportunity to enhance the City's trail network and connect the Blue Ring with the proposed Inland Waterways Open Space Network. The Elliott Bay Trail currently extends north from Broad Street through Myrtle Edwards and Elliott Bay Park before entering a gauntlet of fences and parking lots on Port property. As the Port plans the redevelopment of its holdings in the area, it should be possible to create new and better trails that will provide an amenity for the new developments and vital links to the trail system along the inland waterway.



Existing bicycle trail in Interbay

We recommend that the City require that the Port's redevelopment plans for North Bay include a trail system to provide green connections to 20th Avenue West in Magnolia, the South Ship Canal Trail and between Queen Anne and Magnolia.

Dravus Parkway

Dravus Street currently provides the only passage across Interbay between Fisherman's Terminal and Armory Way. It represents an essential link between Queen Anne and Magnolia and a possible connection between the two boulevard systems.

We suggest formal tree plantings and land use controls on the edges of Dravus to recognize the importance of this connection.

The Magnolia Boulevard System

On the western edge of Interbay, most of the elements of a circular boulevard have been in place since the Olmsted era, but the eastern portion of the loop has never been completed. Thorndyke Avenue West was part of the original Olmsted Plan, but the quality of its treatment varies with the elevation as it ascends the eastern slope of Magnolia. For much of the way, there is a median, partially planted, and partly surrendered to parking.

We suggest that the median on Thorndyke be fully landscaped and parking removed. We also suggest planting trees along the lower areas of the boulevard and introducing other design elements to strengthen its identity as a part of the Olmsted system.



Chittenden Locks from Commadore Park

North of Dravus, the designated boulevard follows Gilman Place to Government Way and the entrance to Discovery Park. This route has been substantially improved in recent years, including a landscaped median that signals the entrance to Discovery Park.



Boulevard at the entrance to Discovery Park

A break occurs in the boulevard system at the entrance to Discovery Park that creates a dilemma. If a circular route is to be completed, the Parks Department must either develop a segment of the boulevard across the southeast corner of the Park, or improve the perimeter roads as part of the boulevard system. Although we are generally opposed to expanding road systems within the parks, we believe this may be one instance in which it should be considered. A boulevard, along with elimination of the chain link and barbed wire fences, would provide a much more welcoming treatment of this under-used area of Discovery Park.

We suggest that the Parks Department work to secure the resources to carry out the necessary boulevard improvements to complete the Magnolia Loop.



Burke-Gilman Trail

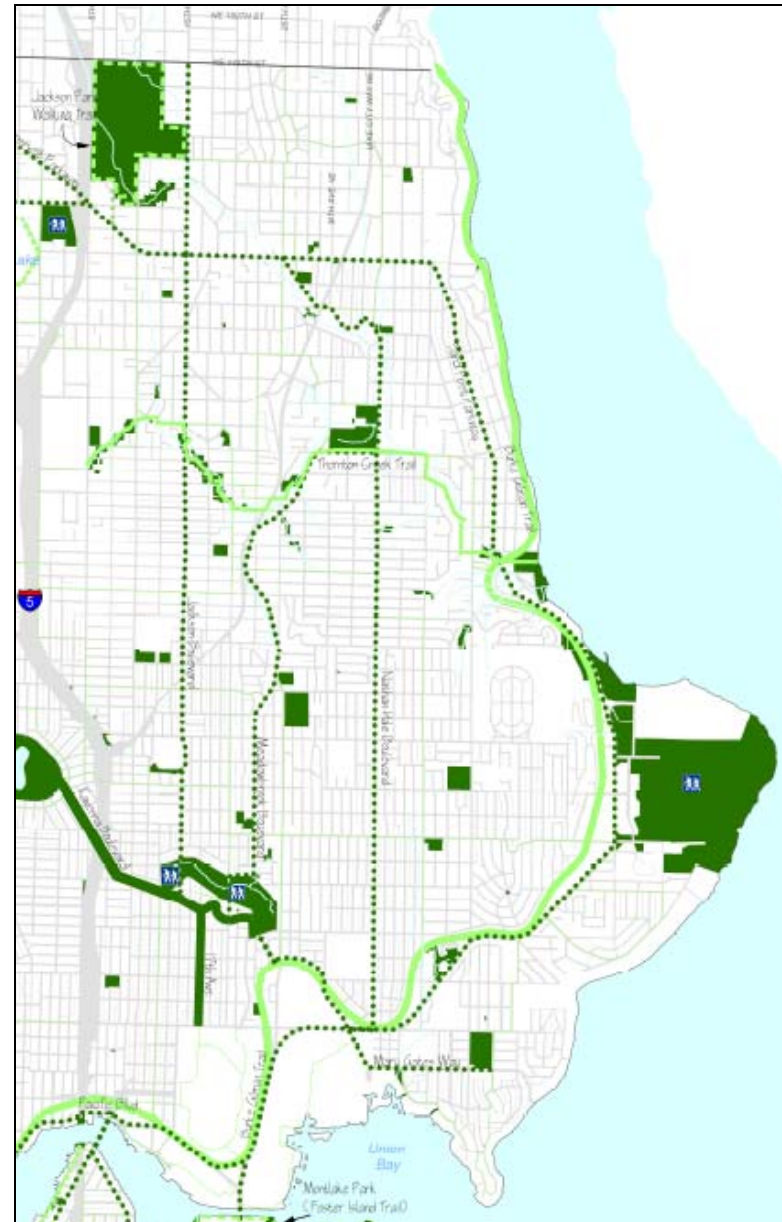
Northeast Seattle

In 1903, the University of Washington hired the Olmsted Brothers to create a plan for a new campus in northeast Seattle that would complement the system of parks and boulevards the Olmsteds were then planning. John Charles Olmsted and his colleagues created plans for the University, and for the Alaska-Yukon-Pacific Exposition that took place on the campus site in 1909, and continued working with the University until disagreements with the Trustees finally severed the relationship in 1914. It is clear from the narrative of the Olmsted Park Plan they conceived of the University campus as a “pleasure ground” that would be an integral part of the open space system. Indeed, the 1909 map of the park system shows a proposed “University Boulevard” through the heart of the campus, connecting to Ravenna Park, and ultimately to Green Lake.

The Olmsted's plans for the University campus were not fully implemented, and the value of today's campus as a part of the City's open space system may be open to debate. What is apparent, however, is the paucity of other open space resources in Northeast Seattle until the creation of the Burke-Gilman Trail and the acquisition of the first portions of Magnuson Park in the 1970s. Those major events created the potential to extend the spirit of the Olmsted Plan to Northeast Seattle and beyond by creating green connections with Magnuson Park, Matthews Beach, Dahl Playfield and the other parks that have been developed in this sector. Here are our suggestions for taking advantage of those opportunities:

Montlake Boulevard*

As Montlake Boulevard crosses the Montlake Bridge and enters the campus, the traveler is struck by the magnificent view northwest into the heart of the University. Unfortunately, the boulevard itself doesn't measure up to that vista. There are medians, but they are topped with asphalt; a few trees have been planted, but they have not been well cared for and some have been felled by errant automobiles; the pedestrian bridge at the Edmondson Pavilion looks as if it may be about to crumble; and the otherwise spectacular views of Union Bay and the Cascades are marred by the sea of asphalt parking lots the University has created next to its athletic fields. As if that were not enough, an area between the boulevard and the Burke-Gilman Trail has been given over as a parking area for garbage and recycling trucks. As the main route turns east to become Sand Point Way, the right-of-way widens even more, with no medians and few street trees.



This right-of-way has the potential to become one of the grandest boulevards in the city. We recommend that the City work with the University, University Village and other stakeholders to plan and implement the following improvements:

- *Replace the asphalt medians with fully landscaped medians similar to those along Sand Point Way and Mary Gates Way.*
- *Provide street trees and natural buffers to screen the parking areas from view.*
- *Create landscaped medians and plant street trees along N.E. 45th to Mary Gates Way.*



Sand Point Parkway

Sand Point Parkway (Sand Point Way)

In the 1980s, the Mayor recommended designating Sand Point Way as a boulevard from the Montlake Bridge to Matthews Beach Park. We suggest continuing the boulevard designation north to 125th, and west along 125th to the intersection with 10th Avenue N.E., the proposed Jackson Boulevard. From here the Sand Point Parkway would jog northwest along Roosevelt to 130th, where it will cross Interstate 5 to North Acres Park, Haller Lake and Bitter Lake, before turning south along 3rd Avenue Northwest. The Parkway would end at the edge of Carkeek Park, where visitors have their choice of heading due south along Carkeek Boulevard (8th Avenue NW) or along the Esplanade.

We also recommend that the current shoulders along much of Sand Point Way be upgraded and improved for bicyclists. Additionally, because this route is heavily traveled by motor vehicles, we suggest a parallel route for bicycles once it turns west. Northeast 120th is a quiet route across Northeast Seattle, in part because its continuity is broken just west of Lake City Way by the Thornton Creek ravine. A bicycle and pedestrian bridge at this point would create a wonderful route.

Jackson Boulevard (15th Avenue NE)

Jackson Park is virtually the only major open space in the far north end of the city, and it is almost entirely dedicated to a single purpose – golf. *We suggest that the value of the park could be magnified significantly by developing a trail around the perimeter of the golf course, creating a children’s play area at the main entrance, and providing green connections to other parks. We recommend that 15th Avenue Northeast be improved as “Jackson Boulevard” to provide a tie between Jackson Park and the Olmsted system.*

Jackson Boulevard would begin at Pacific Boulevard on the University campus, cross Ravenna Park via the existing art deco bridge, and pass alongside Roosevelt High School and the city reservoir. It should be noted that the City has begun an initiative to lid its reservoirs, for the dual purpose of protecting water quality and expanding the park system. In light of the shortage of multipurpose parks in North Central Seattle, *we suggest this reservoir be covered to create needed park land.* From this point, Jackson Boulevard would continue north across Thornton Creek to 125th Street. There the Boulevard would turn three blocks west to 10th Avenue, the main entry to Jackson Park.

Meadowbrook Boulevard (Ravenna Boulevard NE)

Ravenna Avenue is one of the few arterials in north Seattle that defies the urban grid. Winding north from Ravenna Park, it passes near Dahl Playfield and a huge pea-patch, then heads north through the Thornton Creek natural area to Meadowbrook Playfield. Here, the boulevard could turn north on 35th Avenue to connect with Sand Point Parkway. A bicycle route would continue east along 105th and turn south on 45th to provide a connection with the Burke-Gilman Trail at Matthews Beach Park.

Thornton Creek Trail

For the past fifteen years, the Parks Department and Seattle Public Utilities have been working to protect and enhance Thornton Creek as it winds its way across Northeast Seattle neighborhoods to Matthews Beach on Lake Washington. The efforts have placed more than twenty properties along the creek in public ownership, and significant resources have been expended to enhance the quality of the habitat within the riparian area. The fragmented nature of the publicly owned lands along the creek will likely prevent the creation of a continuous pedestrian trail along the stream in the near-term. However, with careful planning we believe it may be possible to create an interesting walking trail along nearby streets with access to the stream at selected points along the way. *We suggest that the Parks Department secure the resources to plan a Thornton Creek Trail, and use that plan to determine its priorities for additional acquisitions within the corridor.*



Along a Seattle Creek

In addition to these recommendations, we identified the need for a number of spot improvements to existing bicycle routes in Northeast Seattle:

92nd Street Connector

92nd Street provides one of the few relatively quiet crossings of Interstate 5 between Green Lake and Jackson Park. *We suggest that this route be designated as the primary bicycle route for connecting the Jackson Boulevard and Haller Lake Trail systems.*

Burke-Gilman Trail Connection to Ravenna Park

The continuity of the open space system is broken by the lack of clear linkages between Sand Point Boulevard and the Burke-Gilman Trail and Ravenna Boulevard. *We suggest a signed bike route and formal landscaping along Ravenna Place to establish clear connections for bicycles and hikers between the Burke-Gilman Trail and Ravenna Boulevard and Park. Particular attention should be given to improving the intersection of Ravenna Boulevard and N.E. 55th Street.*

Trail Connections to Magnuson Park

The Parks Department has long recognized the need for stronger (and safer) ties between the park and the Burke-Gilman Trail, but efforts to establish a spur trail and crossing along the railroad right-of-way at the north end of Magnuson Park have stalled. *We suggest a renewed effort to establish this connection, as well as improved trail connections at the main entry gate and the south entrance at 65th.*

Magnuson Park Trails

Magnuson Park is Northeast Seattle's most significant park, but it will be many years before the Master Plan for the Park is completed. In the course of completing that work, *we suggest that the trail system within the Park be given a high priority.*



Burke-Gilman Trail



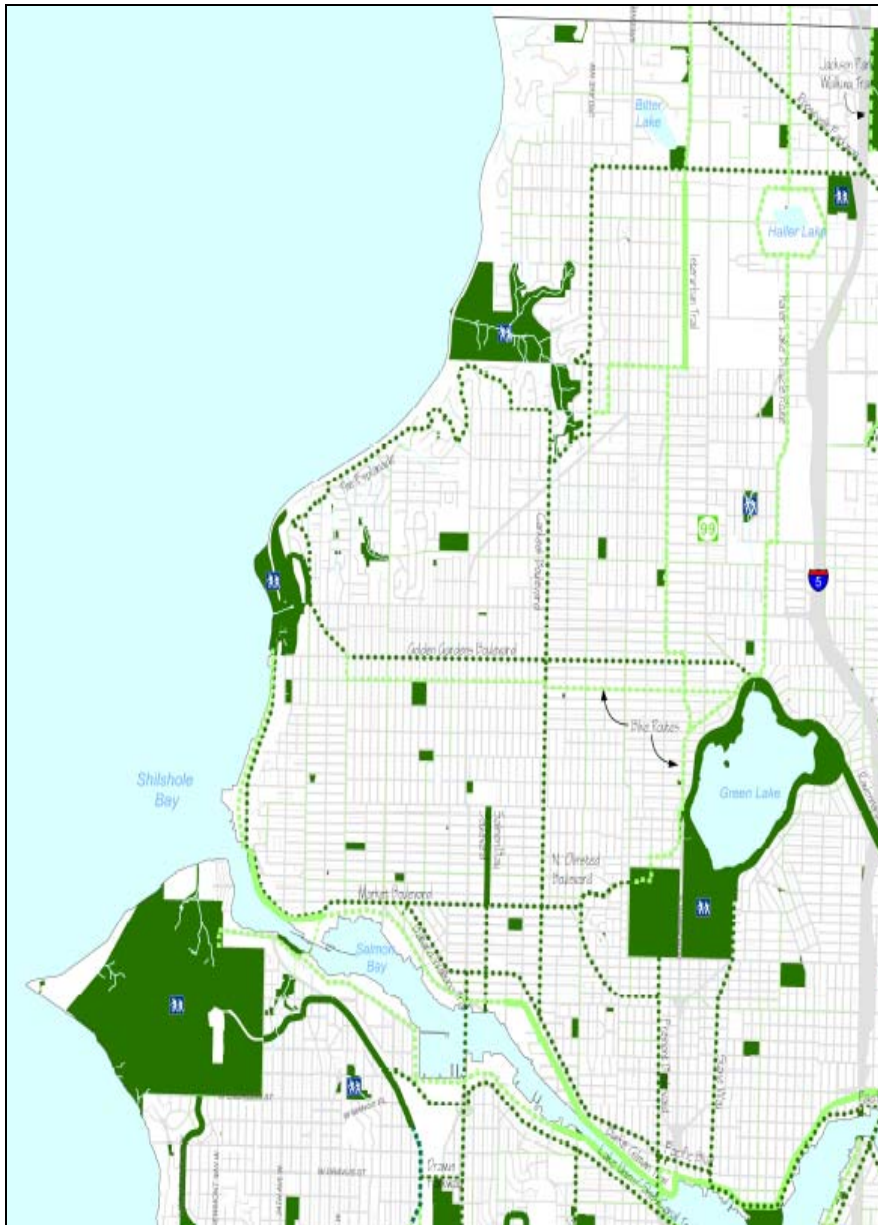
Green Lake (Web site of Seattle Parks Department)

Northwest Seattle

Green Lake*

Seattle doesn't have a Central Park, but north Seattle certainly does – Green Lake. The park is so heavily used that traffic jams are common on the trails. One would never guess that when the Olmsteds recommended obtaining the land for Woodland Park and Green Lake, they were initially greeted with stiff resistance from citizens who believed the city's neighborhoods were unlikely ever to extend that far north. The Parks Board ignored the skeptics, though, and Seattle is most fortunate that they did!

Northwest Seattle also has outstanding shoreline parks at Golden Gardens and Carkeek, but with the exception of Ravenna Boulevard, no linear parks were developed to connect North Seattle's major open space resources until the development of the Burke-Gilman Trail. Our plan for Northwest Seattle suggests creating new boulevards and trails that radiate from Green Lake to connect the other major open space resources of the north end.



Stone Way Boulevard/Woodland Park Bike Route

Stone Way provides a direct arterial from the Burke-Gilman Trail to Woodland Park and Green Lake Drive. The street is bordered by a mix of land uses and a forest of utility poles, and will require substantial improvement. Nevertheless, the route's wide right-of-way and strong visual connections to Green Lake and Lake Union create the potential for a wonderful transformation. *We recommend that Stone Way be redeveloped as a boulevard, and that auto traffic be reduced from four lanes to three lanes to allow bike lanes on each side of the right-of-way.*

Fremont Boulevard (Fremont Avenue)

The Fremont Bridge is a critical link in the Inland Waterways Open Space System connecting the proposed trails and boulevards on both shores. *We suggest continuing the boulevard designation from the Bridge to Woodland Park. The street is heavily wooded, and provides beautiful views of the canal and the northeast Queen Anne greenbelt. A branch of the Fremont Boulevard would also extend west along 46th and Market Street to Ballard.*

North Olmsted Boulevard (Woodland Place, North 57th)

The Olmsteds had originally planned to continue the boulevard system from the west side of Green Lake along the edge of Woodland Park through Ballard and across the ship canal, tying into Magnolia Boulevard. This portion of their proposed system was never completed, although vestiges of the boulevard exist in the area around the northeast corner of the zoo. We suggest establishing a boulevard on streets that follow the original route as closely as possible, from Green Lake Drive to Market Street, where Market Boulevard would continue through the heart of Ballard.



Sunset at Golden Gardens (Web site of Seattle Parks Department)

Golden Gardens Boulevard (NW 80th)

In the late 1980s, the Mayor recommended NW 80th as a boulevard linking Green Lake and Golden Gardens. *We recommend the improvement of this corridor as “Golden Gardens Boulevard.” To avoid the heavy auto traffic, we suggest that NW 77th be developed as the major bicycle thoroughfare running parallel to the Boulevard.*

The Interurban Trail

Long ago, the Interurban streetcar carried passengers between Seattle and Everett. Although the streetcars discontinued service decades ago, portions of the right-of-way remain, and they provide an extraordinary opportunity to recreate the historic connection between Fremont and areas north of the City. From Green Lake, the trail would follow street right-of-way along NW 77th to Linden or Fremont, then north to join the old Interurban route at 109th. From there, the trail is separated from autos in the green right-of-way left to us by the trolleys. The City has embraced this opportunity with funding from the ProParks Levy, and has already completed the Trail between 109th and 128th North. The City of Shoreline, King County and the City of Everett have also taken advantage of the right-of-way, completing sections of the trail north of Seattle. *We recommend completing the missing link on Linden Avenue North between N. 130th and N. 145th by constructing bike lanes, sidewalks and a planted median.*



Haller Lake Bicycle Trail

The Haller Lake Trail begins at the northern tip of Green Lake, and follows Wallingford Avenue N. to the campus of North Seattle Community College. From there, the route joins College Way and proceeds north along Meridian to Haller Lake. Site visits to this route raised several issues:

The open space potential of North Seattle Community College: The NSCC campus is surrounded by increasingly dense residential and commercial development with few parks. Substantial State lands remain on the south, east and north edges of the campus, however, creating the opportunity for a loop trail and permanent natural areas. *We suggest that the Parks Department contact North Seattle Community College to explore the possibility of preserving some of the remaining open space areas for use by the community.*

Haller Lake Shoreline Access: The nature of the residential development around Haller Lake does not lend itself to large scale public access. But a number of street ends do exist which could be developed as shoreline access or view points to this beautiful lake. *We suggest the Parks Department work with the Department of Transportation and the Haller Lake Community to develop at least one formal shoreline access point on the lake shore.*

In addition to the boulevards and trails that emanate from Green Lake, we are suggesting a number of other linear parks in Northwest Seattle:

The Esplanade

The winding roads on the high bluff between Golden Gardens and Carkeek provide spectacular views of Puget Sound and the Olympics. *We suggest a designated boulevard and bicycle connection linking the two parks.*

Carkeek Boulevard (8th Avenue NW)

Given the paucity of open space resources in the inland areas of Ballard, we wholeheartedly agree with the City's effort to improve 8th N.W. It is also as a major bicycle route with bike lanes along much of the route. *We recommend completing the bike lanes on the south end of 8th to provide a connection to the Burke-Gilman Trail.*

Salmon Bay Boulevard (14th Avenue NW)

14th Avenue NW leads from the campus of Ballard High School to the shores of Salmon Bay. It was originally designed with a wide median, which could provide a beautiful stretch of green through a fairly barren area. *We suggest that the Department of Transportation work with the adjacent property owners to develop 14th Avenue NW as a Boulevard with a landscaped median.*



Puget Sound and the Olympics

Pacific Parkway (continued from Northeast Seattle)

The Pacific Parkway is a key element of the Inland Waterways Open Space Network described earlier in this report. After passing beneath I-5 from the University District, the parkway runs alongside the Burke-Gilman Trail to N. 34th Street to Fremont, jogging north to follow Leary Way to N.W. 45th Street, where it rejoins the trail route to run under the Ballard Bridge and along Shilshole Avenue to Market Street. The route continues west on Market and 54th, turning north along Seaview to Golden Gardens Park.

We recommend parkway designation, tree planting and other improvements to mark this route as one of Seattle's most significant green connections.

CHAPTER SIX

IMPLEMENTATION STRATEGIES

How will we pay for all the proposed improvements?

The elements of this plan are numerous, but we believe they can be completed over time without an undue drain on public resources by employing the following strategies:

Scheduled Replacement. Every street proposed for boulevard designation will eventually require repair, providing the opportunity to change its configuration.

Reforestation Initiatives. The City recently announced a major initiative to renew Seattle’s “urban forest” to beautify the City and fight global warming. Much of the planting required to carry out the suggestions in this plan can be carried out as part of that initiative simply by prioritizing the trail and boulevard routes.



Forest in Dead Horse Canyon

Major Public Works Projects. The Parks Department has an established policy of securing financing for projects as mitigation for disruptions caused by large public works. Seacrest Park, for example, was financed almost entirely by funds from Metro in recompense for the construction of the Renton Effluent Treatment Pipeline. A second approach involves careful coordination of public works so that boulevard and trail improvements can be made as an integral part of the larger project. The construction of trail segments in conjunction with combined sewer overflow projects provides a good example of this approach. Several of the projects we have recommended might be financed in this way.

Private Development Projects. Once a linear park plan is adopted, it may be possible to require developers of private projects to complete portions of the system in conjunction with their private projects. Another promising strategy would be to allow developers to contribute to an approved linear park project in their area in lieu of meeting open space or mitigation requirements on-site when the Director of Planning and Development determines such a contribution would provide greater public and environmental benefits.

Utility Easements. The linear parks themselves may have significant value as corridors for underground utilities. In 1988 an agreement with US Sprint financed a one-mile extension of the Burke-Gilman Trail in exchange for the right to bury fiber optic cable along the trail right-of-way. Other opportunities may present themselves in the future if the City is alert to them.

Brokering Other City, State and Federal Interests. Other agencies of the government have goals that are complementary to the development of the linear park system. For example:

- The Seattle Conservation Corps is a successful employment and training program for people struggling with homelessness. Much of the landscaping needed to carry out these recommendations could employ the Corps, creating a double public benefit by providing job opportunities while creating green connections.
- The Neighborhood Matching Fund is already being used for a number of parks-related projects, and could help to fund segments of this plan.
- Federal and state agencies have a mandate to protect endangered species such as the Puget Sound Chinook. Shoreline restoration, buffering and other measures to protect salmon can also help to create the Inland Waterways and Duwamish Open Space Networks.



Path to Lake Washington

Street Vacation Proceeds.

Currently the City uses the fees generated by street vacations to subsidize the general fund. Open Space advocates have long suggested dedicating these proceeds to the preservation of open space lands and the development of the parks system. Since street vacations represent a sacrifice of public right-of-way, there is logic in using the funds to improve other rights-of-way as linear parks.

We recommend that the City dedicate street vacation fees to a fund to purchase and/or improve parks and trails.



Taylor Creek

A “Set Aside” of Transportation Dollars.

The Seattle Department of Transportation should dedicate a “fair share” of all transportation funds to completing the Urban Trails System within ten years. Ten percent of all trips are already bicycling or walking trips. Fifteen percent represents a realistic goal for the future.

Voter Approved Measures.

The overwhelming support of the 2000 ProParks Levy indicates the public may be willing to support additional funding to improve the open space system, through renewal of the ProParks levy and by including linear park improvements in the context of transportation bonds or levies.

Private Contributions.

There are a number of private parties that should have an interest in contributing, including adjacent property owners, major corporations and private foundations. The creation of the Seattle Parks Foundation provides the mechanism to take advantage of these opportunities.



Puget Sound and the Olympics

Should the City change its policy to encourage utility undergrounding to enhance the City's Linear Park System?

In the 1960s, Victor Steinbrueck called the public's attention to the damage inflicted on the cityscape by the "black forests of utility poles." In the decade that followed, the City of Seattle's policy encouraged neighborhoods to bury utilities by creating local improvement districts (LIDs) to share the costs. This policy resulted in the beautification of many affluent areas, but few middle or low-income neighborhoods. The practice was halted in the late 1970s, when low-income residents of Madrona protested the costs imposed by an LID and won the support of the Mayor. A further rationale was that the LID taxes did not cover the full cost of the undergrounding, so that ratepayers were, in effect, subsidizing wealthy property owners.

As one travels throughout the City today, it is possible to see the issue in a somewhat different light. Since many wealthy areas got the benefit of the program before it was halted, while poor and middle-income areas did not, one could argue that halting the program deprived lower-income neighborhoods of the ratepayer subsidy wealthy areas already had received. Furthermore, the general public was the biggest loser, losing spectacular views from major parks and boulevards to the visual blight of poles and wires. The full potential of Seattle's linear park system will not be realized unless this blight is severely reduced. To accomplish this:

We suggest the City consider re-establishing an undergrounding program for parks, boulevards, trails and protected view corridors, funding the program through general utility rates or utility tax revenues.

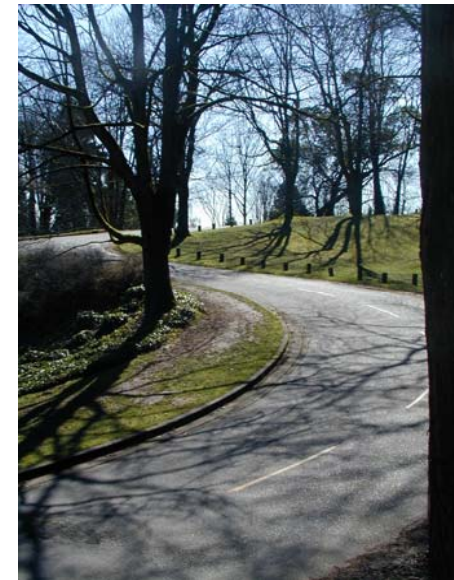
Since the boulevard and trails system is a public resource, it is appropriate that the costs of improving the system be shared by everyone. Spreading the cost of improvements across the entire rate base will spare low and moderate income homeowners the high costs of LIDs and vastly improve our City's open space system. To minimize the impact on rates, the City should commit itself to a long-term program for undergrounding and take every opportunity to "piggyback" on other capital projects.

As a first step, we recommend that the Department of Parks and Recreation request the Mayor's support for an analysis of the costs and benefits of undergrounding utilities along the recommended system of linear parks.

What additional regulatory measures should apply to boulevards and trails?

The Mayor's 1987 Recommended Open Space Policies contained several proposals, including control of curb cuts and view blockage, and priority for public improvements, such as landscaping, lighting, and repaving. *In addition to these measures, and a new initiative to underground utilities, we suggest:*

- *Eliminating billboards along the designated routes.*
- *Phasing out parking within boulevard medians or on landscaped areas within the right-of-way.*
- *Forbidding the owners of adjacent residential property from paving over the planting strips along the boulevards.*



Olmsted Boulevard in Leschi Park



The Arboretum

How will the Trails and Boulevards be Maintained?

Developing a maintenance strategy for this system is well beyond our scope, but we would offer a few observations:

- People tend to use space the way it is defined. Beautiful places are less subject to vandalism than ugly or nondescript ones.
- The existing streets recommended for boulevard designation already require maintenance. The new expense of this plan should be calculated to reflect only the additional costs of maintaining the boulevard characteristics.
- New trails and boulevard features should be carefully designed to prevent the large maintenance costs associated with problems such as the drainage issues along the northern sections of the Burke-Gilman Trail.
- The City should work with organized labor to create a maintenance plan for the system that includes job training programs such as the Seattle Conservation Corps and apprenticeship programs in all of the trades associated with stewardship of our parks system.

- The Parks Department could also save a great deal of money – and improve the quality of the jobs it offers – simply by rethinking its approach to garbage. For reasons that remain a mystery, the Parks Department feels obliged to fill our parks with garbage cans, even at locations where they seem ugly and out of place. Park users should be expected to “pack it out” of most park areas, perhaps with the exception of picnic areas. We understand the Parks Department currently spends more than a third of its grounds maintenance budget on collecting the garbage! *We suggest the Parks Department eliminate at least 50% of the garbage cans in City parks and use the savings to retrain its laborers to maintain and enhance our parks, trails and boulevards at higher standards with better wages.*

What do we do about the Freeways?

The appearance of the City’s limited access roads probably has a greater impact on the image of the City than all of the other streets combined. With the exception of Spokane Street, this survey does not address those thoroughfares, chiefly because it was deemed beyond our scope. Clearly, these corridors -1-5, Aurora, 1-90, and SR-520, deserve careful consideration in a separate study. As Aurora Avenue and I-5 are rebuilt over the next few years, access along, to and across Aurora and I-5 must be improved. Of particular importance will be the need to construct sidewalks on both sides of all freeway overpasses.

CHAPTER SEVEN IDEAS FOR FUTURE EXPLORATION

A Regional System of Linear Parks

This report has given careful attention to the potential for regional connections, especially in the trail system. We have highlighted the ties with the county's bicycle trail system and recommended the development of hiking trails that extend well beyond the City limits. We also have paid special attention to the critical importance of the ferry system to the overall sense of open space for Seattle's people.



Lincoln Park shoreline

It was not our charge to recommend boulevard or trail improvements outside the City, but the spirits of the Olmsteds and Bogue will not rest easy unless we make a few final comments. The City of Seattle and its metropolitan area are surrounded by national parks and wilderness areas, as well as state and regional parks. In addition, the City has established the Cedar River Watershed as what may be America's largest municipally-owned natural reserve, and the Cascade Land Conservancy is pressing forward with extraordinary plans to preserve the region's farms and forests through the "Cascade Agenda." The impact of these tremendous resources on the quality of life in our region would be magnified greatly if the Olmsted principles were applied to this enormous regional landscape. The State has done an excellent job of designating scenic highways in rural Washington, but little attention has been given to the central Puget Sound area.

We suggest that the Parks Foundation advocate with regional and state officials for the planning, designation and improvement of state and county roads as scenic Parkways to connect the residents of the cities with most outstanding natural resources of Western Washington.

The potential for such a system of scenic roads will disappear within our lifetime if we do not act to protect what remains of our most beautiful highways from suburban sprawl, indiscriminate road-widening, clear-cutting and other damaging practices. But if we act now, we can preserve (and even improve) the State's open space system as a lasting gift to our children.



Transit Greenways

The future of our region will depend in large measure upon our ability to address the issue of transportation. The current level of traffic congestion is already taking a serious toll on our quality of life and the productivity of our work force, and the projected increase in the region's population will place even greater pressure on the transportation network in the years ahead. The strategies we choose to address this challenge will have a profound impact on the character of our region – and on the quality of our open spaces.

A choice to continue our present reliance on the automobile will place even greater pressure on the existing street systems and render many of the proposals we have made impossible to achieve. On the other hand, a firm policy of reducing auto dependence could have the opposite effect, strengthening the case for the development of trails and boulevards as a necessary part of an alternative vision. Many forces are converging in support of pursuing the latter course:

- Global Warming. The scientific evidence is mounting that our failure to reduce the production of greenhouse gases within the next decade would have a dramatic – and potentially devastating – impact on our planet. Our nation's transportation choices will be a key factor determining the outcome.
- The End of Oil. Many scientists now predict that the world's supplies of oil will be exhausted within our children's lifetime. With consumption in the developing world dramatically rising, even that prediction may prove to be optimistic.

- Political Volatility. Many of the governments that control the world’s oil and gas reserves are unstable as a result of political and demographic forces, both within their borders and without.
- Pressures of the Global Economy. The rapid evolution of the global economy is creating a world in which the United States must either become more productive – and energy efficient – or lose its edge to those nations that achieve those goals.

In the context of these forces, our local elected officials have boldly taken the lead in organizing an urban coalition to commit the nation’s cities to meet the goals of the Kyoto Accord on global warming. Perhaps it is too soon to know the extent of the changes that will be required to fulfill that commitment here in Seattle, but we will have those answers shortly. Those changes are certain to include rapid and dramatic reductions in automobile emissions, which among other measures will mean fewer trips and far greater reliance on transit. We believe it should be possible to take advantage of this change to create a new kind of linear park – the “Transit Greenway.”

Transit Greenways would consist of existing high-volume corridors that are dramatically transformed in character to favor the swift movement of passengers on transit, higher residential densities, green space, and bicycle and pedestrian amenities. The model for these Greenways was created in Curitiba, Brazil during two decades of visionary leadership by Professor (and Mayor) Jaime Lerner. Under Lerner’s leadership, Curitiba radically reimagined its bus system to provide levels of service that approximate those offered by light rail or subway systems in other nations. This transformation was achieved by redesigning each “movement” within the choreography of bus service, from the act of paying one’s fare to the movements of the bus into and out of the flow of traffic. By carefully analyzing each step, Lerner and his colleagues redesigned the system to include:

- bus shelters that allow all passengers (including those with disabilities) to pay their fares and rise to the level of the main aisle of the bus before it arrives;
- buses with wide doors that allow rapid boarding, like those on subway trains;
- lane configurations that give buses their own lane, or favorable status within a lane, so they are not required to move in and out of traffic;
- signal “preemption” that gives buses the right-of-way at intersections.

The combination of these elements vastly increased the efficiency of bus service, allowing passengers to move much more rapidly to their destination, and allowing the Transit Agency to shorten the time to each destination and provide more runs within each corridor with the same number of buses and drivers. As a result, transit use skyrocketed, and Curitiba has avoided, at least for a time, the traffic congestion and pollution that have crippled most other cities of its size.

At the same time Lerner and his colleagues were making the transit service more efficient, they were making the corridors in which transit operates more beautiful. Legend has it that one of Curitiba's main thoroughfares was transformed into a boulevard almost overnight, with citizen volunteers planting hundreds of thousands of flower bulbs in medians that just a few days earlier had been covered with asphalt!

Once these improvements had taken hold, the perception of the land value within the transit corridors changed dramatically. In response, the zoning there was revised to provide higher densities, providing even more users for the transit services – and for the sidewalk cafés and street parks that were soon created along the way.

We believe similar results could be achieved in Seattle by redesigning certain corridors as transit greenways with features similar to those in Curitiba. Among the corridors we believe should be considered are:

- Martin Luther King Boulevard, where Sound Transit's Link Light Rail Project is already underway;
- Rainier Avenue South;
- Aurora Avenue, which has spectacular views and potential park connections, and existing medians covered with asphalt;
- Northwest 15th Avenue along the former proposed monorail corridor;
- Lake City Way;
- University Avenue Northeast; and other corridors with similar characteristics.

The transformation of transit operations within these corridors should be accompanied by zoning changes and major investments to provide street trees, underground utilities, and an improved pedestrian environment, making "transit greenways" a reality.



Lincoln Park playground

APPENDICES

Appendix A: Map of the Recommendations (Separate Document)

Appendix B: Neighborhood Plan Recommendations

Appendix C: List of Parks with Hiking Trails

Appendix D: Source Materials and Links

Appendix A: Map of the Recommendations (Separate Document)

Appendix B: Neighborhood Plan Recommendations for Trails, Boulevards and Linear Parks

Southeast Seattle

Columbia City

Enhance Rainier Playfield. Develop unique park entryway features at both Rainier Avenue S. entrances, particularly at S. Alaska Street to improve the connection with Columbia City, Columbia Park, and the Genesee Business District. Enhance crosswalks at both intersections to improve safety and visibility. Develop landscaped stairclimbs at both Rainier Avenue S. entrances to enhance neighborhood access to the park. Develop a pathway around the interior of the park. Improve the pedestrian connection between the park and the community center.

Enhance Columbia Park (a.k.a. Columbia Green). Although one of the community's most valued assets, Columbia Park is underutilized and in need of improvements. Hire a landscape architect to work with the community and create an improvement plan for the park.

Develop a linear park with separated pathways along Rainier Avenue S. north of S. Alaska in conjunction with the Rainier/Columbia City LRT alignment. The park would lie within the strip of land between the LRT line and Rainier Avenue S. Also provide opportunities for redevelopment in key locations that complement the park, pathways, and Genesee business district activities. Pedestrians and bicyclists should have safe, inviting, and convenient access to the LRT station and along the LRT route. Opportunities for green space in connection with the station and route should be considered.

Improve pedestrian access from Beacon Hill to the MLK area/Columbia City. This can be accomplished by developing a stairclimb from 30th Avenue S. /S. Mountain View Drive to S. Angeline Street. Provide landscaping at the stairway entryways. Complementary to the development of the stairclimb, preserve and enhance the greenbelt area.

North Beacon Hill

Develop Beacon Avenue Boulevard streetscape standards that include sidewalk widening at key pedestrian crosswalks, special street lighting, hanging seasonal flower baskets, banners, unified street furniture such as pedestrian benches, trash containers, newspaper vending machines/stands and message kiosks.

Create Pedestrian Paths/Cultural Walk/Edges around reservoirs. Design and construct new walking/jog paths and improve edge areas. Determine and develop fencing setback, height, walks, and plantings at all park edges. To the degree possible, develop walks as loops and as interconnected segments with other park trails.

Create paths in the following areas of Jefferson Park:

West Side:

- Picnic area and north of the community Center.
- South of the Community Center to lawn bowling area.
- East-west across Park, north of lawn bowling.
- South of Horticultural Facility to Asa Mercer School.
- Mercer walk and entry.
- East-west across park north of Veteran's Medical Center.
- New arboretum/natural area.

East Side:

- 18-hole perimeter, along Beacon Ave., Spokane Street, 24th Ave., and Cheasty Boulevard.
- Incorporate exercise stop and seating.

Design and construct an arboretum/natural area on City land west of the reservoirs. Incorporate pedestrian paths, educational displays, and view accesses. Convert water quality building to a community arts center and staging ground for the arboretum project.

North Rainier

Develop a pedestrian network from upland neighborhoods along street ends and street rights of - way to connect down to the Town Center.

Reclaim the parkland from encroachment by private property owners along South Winthrop Street that serves as a gateway to Cheasty Boulevard. City maps show a 120-foot parkland right-of-way west of MLK Jr. Way South.

Develop the South Winthrop Street parkland to allow for tree plantings, sidewalks, and small open spaces as a means of buffering and limiting automobile traffic access from the single-family neighborhood within the Cheasty greenbelt from the proposed higher-intensity Town Center development.

Develop a physical connection between Mount Baker and Cheasty Boulevards. Plant street trees in the landscaped median of Mount Baker Boulevard. Develop public artworks that could be integrated into the pedestrian bridge to create a community gateway. As an alternative, explore the possibility of a new pedestrian bridge to physically connect the two boulevards; work with the City to seek such a facility through Sound Transit light rail impact mitigation.

Rainier Beach

Revitalize Henderson Street by connecting the community's commercial and civic core at South Henderson Street & Rainier Avenue S. to the future light rail station at South Henderson Street & MLK Jr. Way. Designate South Henderson Street as key pedestrian street and reconfigure the arterial to primarily service non-automobile transportation modes. Allow for development of a local trolley system in the median (or other local circulator system), and stagger on-street parking to eliminate it from some locations.

Establish a Rainier View Ravine Trail for Bicycling and Hiking. The City should coordinate its open space purchases in the uplands of Rainier Beach and develop a trail system that connects the residential areas extending from Kubota Gardens to the Lake Washington waterfront at the Waters/Rainier intersection. Tie into Kubota's proposed gateway landscaping along Renton Avenue South.

MLK at Holly Street

Inventory, plan and develop pedestrian and bike path connections between Sound Transit light rail station and Holly Park, multi-family zones, Othello Park, Van Asselt Community Center, Brighton Playfield and Sharples School.

Southwest Seattle

Admiral

Develop Pedestrian/Bike trail to connect the Admiral Village with Alaska Junction, Hamilton Viewpoint and Fairmount Ravine. Determine if existing undeveloped land is or can be part of a series of trails, stairways and bike paths.

Delridge

Identify land that should be preserved for public and/or park uses including:

- Vacant land in the Longfellow and Puget Creek corridors.
- The west slope of Puget Ridge.
- Slide prone and steep slopes of the planning area.
- Vacant land in the Puget Creek riparian corridor and adjacent watershed – especially along 17th and 19th Avenue S.W. rights-of-way.
- Trail corridors, and spaces that balance areas of high density and/or commercial nodes.

Coordinate with city departments and other public agencies to make publicly owned land available for open space. Consider land swaps or transfers (interdepartmental and public/private) with privately owned sites to preserve important parcels and green corridors.

Develop public access opportunities along Longfellow Creek specifically at S.W. Yancy, S.W. Brandon, and S.W. Webster Streets.

Develop an interpretive trail on the hillside surrounding the S.W. Webster Street Detention Pond.

Develop a community loop trail system. This is a high quality system of multipurpose trails connecting and accessing significant environmental features, public facilities, and developed residential areas:

- Longfellow Creek North Trail - from S.W. Andover Street to S.W. Brandon Street, and S.W. Morgan Street to Sylvan Way S.W. - Class 1.
- Pigeon Point/Puget Park Trail - from Marginal Way S.W. to New Cooper School to Puget Blvd. Trail - Class 2.

- Golf Course Loop Trail - from Longfellow Creek Trail to the Stadium to Greg Davis Park - Class 1.
- High Point Hillside Trail – from S.W. Brandon Street to Sylvan Way S.W. - Class 2. Seattle City Light owns a significant parcel of land (Delridge Substation) where trail is to be located.
- Sylvan Way Trail – from 35th Avenue S.W. past High Point Hillside Trail along the north side of Sylvan Way S.W. to 24th Avenue S.W. – Class 1.
- Longfellow Creek South Trail - from Kmart south on 24th Ave. S.W. to Sealth High School, Denny Middle School, S.W. Community Center, Westwood Town Center, and Roxhill Park – Class 1.
- Puget Park/Riverview Trail - from Duwamish River through Puget Park behind SSCC to Riverview Park to Highland Park Drive S.W. - Class 1-2.
- Duwamish Hillside Trail – from Highland Park Way S.W. along hillside to Puget Creek – Class 2.

Develop the following east/west segments of a community loop system:

- Charleston Street Trail – from S.W. Delridge Way to Marginal Way S.W. - Class 1-3.
- Genesee Street Trail – from Longfellow Creek to 17th Ave. S.W. - Class 1-3.
- Puget Boulevard Trail - from Greg Davis Park to Duwamish River Trail - Class 1-2.
- S.W. Juneau Street Trail - from S.W. Kenny Street and High Point Hillside Trail to SSCC Chinese Gardens and Puget Creek/Riverview Trail – Class 1-3.
- S.W. Graham Street Trail - from S.W. Kenny Street and High Point Hillside Trail to SSCC - Class 1-3.
- Myrtle Street Trail - from the water reservoir site on 35th Avenue S.W. past High Point Playground and Longfellow Creek Trail past Sanislo School to Riverview Playfield and the Puget Creek/Riverview Trail - Class 1-3.
- Holden Street Trail - from Kmart to 9th Avenue S.W./Puget Park/Riverview Trail – Class 1-3.
- Thistle Street Trail - from 35th Avenue S.W. past Sealth High School to 9th Avenue S.W./Puget Park/Riverview Trail and Westcrest Park – Class 1.
- S.W. Charlestown Street Hill Climb - develop a new hill climb and park improvement on the eastbound right-of-way at 19th Avenue S.W. to improve pedestrian access and visual amenity. Provide a scenic overlook of Birmingham Steel and other node features with interpretive exhibits.
- S.W. Dakota Street Hill Climb - develop a new hill climb and park improvement on the eastbound right-of-way to improve pedestrian access and visual amenity.
- S.W. Brandon Street Hill Climbs - develop a hill climb and park improvement in the westbound and eastbound right-of-way of S.W. Brandon Street to improve pedestrian access and visual amenity.

- S.W. Juneau Street Hill Climb – develop a hill climb and park improvement in the eastbound right-of-way of S.W. Juneau Street to improve pedestrian access and visual amenity.
- Snake Hill (S.W. Brandon Street) – expand pavement, shoulders, and walkway on one side of S.W. Brandon Street to improve roadway operating conditions and pedestrian access.
- Genesee Street Hill Climb - expand the walkway and develop a hill climb and park improvement on eastbound right-of-way to improve pedestrian access and visual amenity.
- 24th Avenue S.W. Hill Climb –develop a hill climb and park improvement in the unopened right-of-way of 24th Avenue S.W. and Sylvan Way S.W. to provide pedestrian access and a visual amenity.
- S.W. Othello Street Hill Climb – develop a hill climb and park improvement in the westbound right-of-way of S.W. Othello Street to increase pedestrian access and visual amenity.
- S.W. Webster Street Hill Climb – develop a hill climb and park improvements in the unopened west right-of-way of S.W. Webster Street to increase pedestrian access and visual amenity.

Duwamish

Identify improvements to bike facilities throughout the M & I Center that separate truck and vehicular traffic from bike travel. Replace the existing separated bike trail along East Marginal Way through construction of a new facility on the east side of this roadway. Complete West Marginal Way trail to West Seattle. Complete the Mountains to Sound trail in the S. Royal Brougham Way corridor only in conjunction with SR 519 Phase II.

Georgetown

Develop safe connections to Georgetown Playfield. (i.e., sidewalk/crosswalk improvements, signaling, signage, landscape treatments, and/or designation of pedestrian corridors to link Georgetown’s residential area south of S. Bailey Street with Georgetown Playfield and the adjacent residential area.)

Enhance existing spaces, acquire new spaces, and create linkages between parks:

- Identify pedestrian and bicycle paths/connections with South Park and South Beacon Hill.
- Connect Georgetown to the Seattle Urban Trail System.
- Expand and enhance existing parks and green spaces, including Gateway North Park, 1st Ave. S. Boat Ramp and other street ends, Ruby Chow Park, and the Georgetown Playfield.

- Designate Gateway North Park on 8th Ave. S. on the Duwamish River as a city park and include the facility on the City's regular maintenance schedule. Also, maintain the existing sidewalk on 8th Ave. S. to allow pedestrian access.
- Create pedestrian and bicycle connections to the Georgetown Steam Plant (work with County).
- Develop a P-Patch or other type of community garden.
- Work with King County International Airport to develop open spaces with public access, plantings, and pathways at the northern end of the airfield's greenbelt.

Identify key linkages between Georgetown and other regional trail and non-motorized facilities. 1st Ave. S. Bridge/Beacon Hill Regional Trail System Opportunities.

Support and expand upon the Duwamish Habitat Watershed Plan, specifically addressing those sections of the Duwamish relevant to Georgetown and South Park. This should include issues of public access to the river and opportunities for improving shoreline street ends.

Morgan Junction

Develop a Green Crescent that would run from the Reservoir park at 35th Ave. S.W. and S.W. Myrtle Street, through the S.W. Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and, potentially, up through the S.W. Eddy Street Ravine or other green link into the center of the Morgan Junction business district. Development of each element of the Green Crescent should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property owner concerns, maintenance, safety, funding and legal implications, as applicable.

Preserve the Eddy Street ravine as a natural ecosystem. In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street ravine ecosystem and impacts on neighboring residents with public access via the Green Crescent.

Improve the S.W. Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.

Create a neighborhood trails map and install effective signage to highlight the “Green Crescent” route and other green links.

Create “green street” links for pedestrians on the alleyways east and west of California Avenue S.W., extending from Morgan Junction north through the West Seattle Junction to the Admiral district, named Junction Way East and Junction Way West on parks and open space plans.

Develop a walking/biking path along Beach Drive S.W.

South Park

Evaluate the potential use of public lands, such as street rights-of-way, abandoned railroad rights-of-way, and utility corridors, for expanding the urban trail system.

Provide a pedestrian bridge over the Duwamish to link Georgetown to South Park.

Provide for a pedestrian overpass of 99 at South Sullivan Street and South Trenton Street. These overpasses could be developed in conjunction with other capital facilities.

West Seattle Junction

Create “green street” links for pedestrians on the alleyways east and west of California Avenue S.W., extending through West Seattle Junction to the Admiral district northwards and to the Morgan Junction district southwards, named Junction Way East and Junction Way West on parks and open space plans.

Purchase sites for new parks at the abandoned service station at Erskine Way S.W. and 47th Avenue S.W. and obtain the Dawson Substation, also at Erskine and 47th, for potential new park sites. Explore possibility of connecting these two parcels with open space across 47th through redesign of intersections.

Create the “West Seattle Trek or Circuit” by working with other West Seattle neighborhoods, as part of West Seattle-wide transportation access planning, to create a pedestrian- and bicyclist-oriented circumnavigation of the West Seattle peninsula from Alki Beach to Lincoln Park, potentially via Beach Drive S.W., Fauntleroy Way S.W., S.W. Avalon Way, Harbor Avenue S.W. and Alki Avenue S.W. and including linkages to greenbelt areas within and near Westwood-Highland Park and Delridge Planning areas and the Marine View Drive corridor.

Create the “Open Space Lattice,” a system of open spaces and “green streets trails” that provide open space, parks, and safe, aesthetic pedestrian links throughout the neighborhood through the systematic implementation of the Open Space Lattice Plan. Focus street tree planting and revegetation on the elements of the Lattice.

Create a neighborhood trails map and install effective signage to highlight the “green street” routes and “Open Space Lattice.”

Westwood/ Highland Park

Create a “pedestrian and bicycle trail loop” that begins at Hughes Playground then south to S.W. Thistle Street, adjacent to the western edge of Chief Sealth High School, then one block east on S.W. Kenyon Street, then south on 27th Avenue S.W.:

- West along S.W. Thistle Street to Denny Middle School and the S.W. Community Center. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting and bike lane striping. Restripe crosswalks.
- South, following the perimeter around the western boundary of the Denny/Sealth playfield. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting and bike lane striping. Plant street trees. Install benches and trash receptacles.
- Trail connects with Delridge Way S.W. via S.W. Barton Street on north side of S.W. Barton, then continues east on S.W. Barton Street to S.W. Henderson Street. Continue the bike lane, pavement treatment and/or banners. Restripe crosswalks. Install signage at the Delridge Way intersection alerting drivers to the likely presence of pedestrians and cyclists.
- Trail continues east along S.W. Henderson Street to 10th Avenue S.W., then north to Highland Park Elementary School and Highland Park. Existing paths in nearby Westcrest Park can be included in this segment.
- Trail loops back to the S.W. Community Center along S.W. Thistle Street at 27th Avenue S.W. Continue the bike lane, pavement treatment and/or banners. Strengthen the pedestrian crossing point at S.W. Thistle Street and Delridge Way with re-striping and signage.

- Within Roxhill Park, use existing Roxhill Park paths through the Park north to Barton Street Establish a trailhead. Install interpretive signage describing the trail's route, history and significance.
- At Westwood Town Center, the trail will follow a course that approximates Longfellow Creek's original route. Work with the Westwood Town Center design team planning renovations to include celebration of the Creek with banners.
- Between S.W. Trenton Street and S.W. Thistle Street, trail follows existing public rights-of-way adjacent to the eastern boundary of Denny/Sealth playfield. Install interpretive signage identifying the trail route and describing how its presence underground influences surface effects such as the nature of vegetation and drainage.

Develop S.W. Thistle Street as the primary pedestrian connection between the Westwood/Highland Park neighborhoods.
Design and build a S.W. Thistle Street Art Walk from 9th Avenue S.W. to the S.W. Community Center.

Central Seattle

Pike and Pine

Designate alley areas and streets as Green Streets Type II, and implement streetscape improvements. Streets to evaluate for this designation include:

- Broadway Court from Union Street to Madison Street.
- Crawford Court from Union Street to Olive Street.
- Minor Avenue from Pike to Pine Streets.
- Seneca Court from Broadway Court to Madison Street.

Designate alley areas and streets as Green Streets Type III, and implement streetscape improvements: Streets to evaluate for this designation include:

- Summit, Belmont, Boylston, Harvard, 10th, 11th, and 14th Avenues.

The green street designations would extend to and beyond the borders of the Pike/Pine neighborhood.

Designate street ends and alleys as Green Streets Type IV, and implement streetscape improvements. Streets to evaluate for this designation include the Yale Avenue street end west of Melrose Avenue.

Enhance pedestrian access across East Pine between the core area and Bobby Morris playfields and the proposed Lincoln Reservoir Park. (Green Street).

Reconstruct Boren Park to create a safe and attractive open space for residents and visitors to the neighborhood (per Master Plan) replacing the lost vista down Pike Street.

First Hill

There are no real green spaces / connections in the first hill neighborhood. There is a possibility to create Green Connections to the Freeway Park.

Capitol Hill

Create a Woodland Trail by improving the segment of E. Roy Street between Federal Avenue E. and 11th Avenue E. (through the Lowell School site). Enhance the existing Green Street by creating a vegetated foot trail, removing gates and fences and welcoming public traverse. Simplify ramping at the west end of the trail to improve handicap access. Relate to activities and open space on the Lowell School site.

Create a strong connection between the new Cal Anderson Park and Broadway. Strengthen connections to the Pike-Pine neighborhood.

Develop safe, attractive pedestrian environments on all residential streets, creating a contiguous network of walking streets and strengthening pedestrian connections to commercial corridors. Include improved sidewalks, signature Capitol Hill pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping.

Develop Green Streets: Work with adjacent property owners and other residents to develop Green Streets in underutilized street right-of-ways in order to enhance Pedestrian Priority Streets and provide public open space to support commercial districts and Sound Transit stations. The types (Type I, II, III or IV) of Green Streets shall be determined through necessary public process. Replace any lost parking within 1/8 mile. Consider the following potential sites:

- Anhalt Street Park
- Woodland Trail
- Olive Street Park
- Olive/Howell Street Park
- College Plaza
- Howell Plaza.

Preserve the Saint Mark's Greenbelt by purchasing remaining parcels or development rights in the greenbelt for conservation.

Support implementation of the Urban Trails System. Designate bicycle routes that connect with other neighborhoods.

Central Area

Create connections to Central Park Trail as part of its route along Yesler to downtown.

Develop the Central Area Heritage Trail as depicted in the Master Plan.

Improve pedestrian facilities on 18th and on Dearborn to link the new Hiawatha development to Jackson, to the Central Park Trail, and to Downtown via Dearborn Street. Provide directional signage for neighborhood landmarks/facilities.

Develop the Central Gateway triangle as a critical pedestrian refuge along the east-west extension of the Central Park Trail on Yesler Way from Pratt Park to downtown.

Install thermoplastic ladder crosswalks at all intersections with bus stops and/or at parks.

Develop planted median from Union to I-90 (pedestrian safety zone). Prioritize planted sections near parks.

Downtown, Queen Anne, Magnolia

Ballard/Interbay Manufacturing and Industrial Center (“BINMIC”)

Extend the Burke Gilman Trail.

Extend the Lake Union Ship Canal Trail.

Create a pedestrian route under SR 99 to connect Elliot Ave/Bell Street and the Pike Place Market Area.

Commercial Core

Designate a single City department to administer the process of designing, permitting, constructing, and maintaining pedestrian-oriented streets, in cooperation with other City departments, adjacent property owners, and downtown business organizations. The lead department should be staffed by qualified urban designers, not traffic engineers.

Create a highly visual, unifying framework master plan that enhances the unique character of each downtown neighborhood and reinforces a sense of place.

Establish a hierarchical network of streets, open spaces, and activity nodes that strengthens connections between downtown neighborhoods.

Belltown – Denny Regrade

Provide more green space in the Regrade neighborhood through implementation of Growing Vine Street and other Green Streets, as their designs are developed.

Designate Clay Street, Eagle Street and Bay Street as Green Streets. Extend the Vine Street Green Street designation to Denny Way. Since green streets are designed to enhance open space and pedestrian environment functions within the rights-of-way, the funding of green streets should not be dependent on transportation funding sources where safety and mobility issues are used to prioritize funding. Funding sources should also include Parks and Public Utilities sources.

Plan for a pedestrian connection to the waterfront through any future development of the vacant lots (Unocal site) on the western end of Eagle Street. Recommend a dedicated pedestrian overpass be installed over the railroad tracks to complete the connection from Lake Union, through Seattle Center and to the waterfront and Myrtle Edwards Park (as a possible continuation of the Potlatch Trail). A multimodal overpass, accommodating cars and trucks is not desired as a solution to enhancing pedestrian or bicycle access to Myrtle Edwards.

Improve pedestrian connections between Belltown and the Seattle Center by connecting with the KOMO TV improvements at 4th and 5th Avenues and Denny Way, and connecting the waterfront to Seattle Center via Eagle Street Green Street as a continuation of Potlatch Trail.

Denny Triangle

Designate 9th Avenue as a Green Street between Pike Street and Denny Way and Lenora Street between Westlake Avenue and Denny Way, as a public benefit feature eligible for additional floor area to projects abutting these streets.

Develop Westlake as a landscaped boulevard with bike lanes and with widened sidewalks.

Downtown Urban Center

Create a highly visual, unifying framework that strengthens connections between neighborhoods and reinforces a sense of place:

- Reinforce the unique character of each downtown neighborhood.
- Highlight the downtown's spectacular natural setting, especially views and connection to the waterfront.
- Reinforce a hierarchical network of connections and activity nodes.

- Rework the existing, multiple street designation systems (including Green Streets, Class I/II Pedestrian Streets, Key Pedestrian Streets, P-1/P-2 overlays, etc.) to devise a single system for defining urban design qualities and engineering standards for pedestrian-oriented streets, as envisioned by the neighborhood plans.
- Designate new Green Streets identified in the neighborhood plans. Work with the Departments of Planning and Development, Transportation, Neighborhoods and Parks and Recreation to clarify definition/distinction of “Green Streets” from “key pedestrian streets.”
- Develop integrated Green Street design, implementation and maintenance policies.

Eastlake

Preserve and enhance Fairview Ave. E. between Fuhrman and Hamlin as a country lane by (1) designate it as a Type III Green Street, and developing and implementing a plan for street and streetscape improvements consistent with the rural country lane (2) enhancing vegetation east of Fairview in the half-block south of Fuhrman Ave. E.; and (3) preparing and implementing a study for traffic calming, traffic circulation, pedestrian safety and on-street parking. Enhance Fairview Ave. E. between Roanoke and Newton as a shoreline residential street by (1) designating it as a Type III Green Street; (2) traffic calming; (3) improving access and amenities at Lynn Street Park; and (4) and recognizing that this portion of the City designated urban trail is on the Fairview Ave. E. roadway.

Study a pedestrian path connecting Fairview Ave. E. just north of Mallard Cove and the upper Edgar street end through a public process that includes affected property owners. If this process is inconclusive, study other routes, including an over-water route that follows the Fairview Ave. right-of-way through Mallard Cove.

International District

Encourage more frequent, dynamic use of parks by developing specific programs and elements helps to improve parks safety.

Pioneer Square

Design and implement a pedestrian navigation system of maps, signs and kiosks.

Design and install appropriate additional “green street” plantings along Occidental Corridor.

Design and build a vibrant waterfront park somewhere between Washington and King.

Create continuous waterfront path, linking paths in Magnolia and Alki. The path in this area should be at least 15' wide and on the water side of Alaskan Way. Develop/expand a continuous bike trail from Magnolia through the waterfront, Harbor Island to West Seattle. Connect from this waterfront path east to the Mountains to Sound Path along Main Street. This area of the path should remain urban in character.

Queen Anne

Develop Pedestrian Crossing of Highway 99 at Galer (Galer Street Bridge) - This is a major mid-hill crossing point to get from Queen Anne Hill to the regional trail system and Lake Union without using a car. The trail continues over the hill and down to W. Galer on the west side to link with the Interbay Trail. This action will fill a missing link. (*DONE!!!*)

Create a Queen Anne “Bicycle Beltway” The Beltway will provide a true alternative to the workday auto commute for Queen-Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill. This system of facilities will enhance opportunities for commuters to leave their cars at home and safely commute to work or play by bicycle. The system also provides ample opportunity for weekend or holiday recreation. The Bicycle Beltway is shown in Figure 4.4 in the Neighborhood Plan and specifies a set of limited improvements which will create an unparalleled bicycle network and a regional amenity.

Construct a tunnel under Aurora Avenue at Roy Street to provide bicycle and pedestrian access and to connect the Westlake Avenue corridor with Seattle Center. The existing undercrossings of Mercer Street and Broad Street are inadequate and possibly unsafe for bicyclists. This tunnel will provide a dedicated non-motorized crossing, would help mitigate the impacts of Aurora Avenue on Queen Anne, and be an important feature of the Bicycle Beltway as well as the proposed “Potlatch Trail.”

Develop a pedestrian access to Myrtle Edwards from the Urban Center. Crossing will be constructed to bridge Elliott Avenue W. and the Burlington Northern Santa Fe Railroad tracks to access existing shoreline parks. Action will restore ability for Queen Anne residents, especially from the Urban Center to use shoreline and enjoy needed park amenities. An alternative alignment would start at the end of 6th Avenue W. which will be closer to the proposed Combine Sewer Overflow (CSO) work, but less suitable as a crossing.

Enhance and Upgrade the Historic Queen Anne Boulevard Pedestrian System. Work with community and Seattle Parks to enhance the Historic Boulevard while preserving the traditional character of each segment. This will ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian facilities.

Employ all efforts to strengthen the connection between Queen Anne and the natural environment.

South Lake Union

Waterfront: Maintain “industrial maritime” theme through the retention of existing historical maritime elements (1900 -1930) in new private development. Pedestrian friendly access should be emphasized and should contain maritime elements in its street treatments.

Recognize and plan for connection to the Potlatch Trail:

- Reinforce at-grade pedestrian crossings on Valley Street at Terry Avenue and Westlake Avenue.
- Provide pedestrian access to all shorelines.
- Prepare “mini” urban design plan for Mercer/Valley corridor integrating considerations of land use, access, and neighborhood character.
- Refine and adopt a pedestrian streetscape strategy and “green street” designation as a character statement for South Lake Union.
- Continue efforts to connect South Lake Union with Seattle Center as a Potlatch Trail extension for pedestrians.
- Support use of overpasses and sky bridges in appropriate locations.

Northeast Seattle

University

Improve N.E. 42nd and 43rd Streets from I-5 to the campus as green streets. Focus special attention on sections between the Ave. and the campus.

Upgrade the area around the Burke-Gilman Trail near the University Bridge, I-5 bridge, and Peace Park. Improve the landscaping and paths.

Require sidewalks and street trees for all new development south of the Burke-Gilman Trail and east of the University Bridge.

Support UW efforts to construct a contiguous waterfront trail extending from Montlake Bridge to University Bridge.

Improve Brooklyn Ave. N.E. as a green street and signed bicycle route from Ravenna Blvd. to the water.

Daylight Ravenna Creek.

Acquire Ravenna Woods as a natural area.

Install crosswalk and curb bulbs at Ravenna Park and the intersection of N.E. 54th Street and Ravenna Pl. N.E.

Provide Burke-Gilman Trail improvements:

- Establish a pedestrian intersection at 27th Ave. N.E. to allow north-south access across the Trail, in conjunction with redevelopment of Blakeley Crescent (D22).
- Provide lighting and audible signal at the Trail crossing at 25th Ave. N.E. and improve lighting at the 25th Ave. N.E. crossing.
- Install sidewalks, lighting, and street trees on 7th Ave. N.E. connecting the Burke-Gilman Trail to the shoreline.

Establish a bike route through the UW linking the planned bicycle lanes on N.E. Boat Street with an underpass at Montlake Boulevard on the north side of the Montlake Bridge.

Establish Ravenna Place N.E. as a Green Street Type III.

Northgate

Create a safe and convenient environment for bicycling to increase the use of bicycles to destinations in the Northgate area:

- A. Bicycle routes.
- B. Bicycle parking.
- C. Crossings of I-5 to accommodate bicycles.

Develop Green Streets:

- Streets adjacent to public open spaces, which, through development as Green Streets, would improve access to the open space and which increase the area available for public use.
- Undeveloped streets within natural areas that have been designated on the pedestrian circulation system as part of an Urban Trail.
- Roosevelt Way N.E. and 15th Avenue N.E. shall be designated as Special Landscaped Arterials on the Pedestrian Circulation and Open Space map.
- Type IV Green Streets - mostly along Thornton Creek.
- Type IV Green Streets - Northgate Area Open Space Funds may be made available to improve these spaces:
 - 1) N.E. 104th Street (15th to 17th Avenue N.E.).
 - 2) N.E. 103rd Street (15th to 19th Avenue N.E.).
 - 3) N.E. 102nd Street (15th to 18th Avenue N.E.).
 - 4) 17th Avenue N.E. (N.E. 104th to N.E. 100th Streets).
 - 5) 2nd Avenue N.E. (N.E. 92nd to N.E. 94th Streets).
 - 6) N.E. 94th Street (2nd to 3rd Avenue N.E.).

Create a Thornton Creek Pedestrian Trail. Conduct a public process and environmental review, and develop design and construction plans for segments of a low impact, pedestrian trail providing access to the publicly owned parcels (DPR) in the south fork of Thornton Creek (a.k.a. Swamp Creek and Maple Leaf Creek) between Fifth Avenue N.E. and Roosevelt Way N.E. and between 15th Avenue N.E. and Lake City Way N.E.

Roosevelt

Explore ways to improve the pedestrian environment along 12th Ave. N.E. from N.E. Ravenna Blvd. to N.E. 75th Street, including widening the planting strip, creating room for street trees and landscaping, and in some places creating wider, safer sidewalks.

Develop a pedestrian connection to Green Lake along N.E. 70th Street from Roosevelt Way N.E. to I-5 with improved landscaping, including street trees, and pedestrian amenities, including benches and better signage.

North Neighborhoods

Develop a network of sidewalks and pathways in neighborhoods.

Provide at least two new bicycle/pedestrian access points to the Burke-Gilman Trail between 105th and 145th.
Suggestions: N.E. 125th, N.E. 123rd, N.E. 105th, N.E. 135th, and N.E. 145th.

Continue “greening” of the boulevard on Lake City Way. Preserve and enhance green “gateways to Lake City” along Lake City Way near N.E. 95th and N.E. 145th Street.

Develop pedestrian connection across N.E. 125th Street to Lake City Playground.

Designate 28th Avenue N.E. between N.E. 125th and N.E. 127th Streets as a Green Street.

Develop linear street park through the ‘Pierre-Sea-First’ block. Include, wherever appropriate, exercise stations and passive use areas along urban trails, pedestrian corridors, and in parks.

Provide pedestrian ways to natural open spaces and parks where appropriate via publicly owned property with protective measures to assist enjoyment while preserving natural resources.

Link publicly owned open space by pedestrian corridors and establish areas where the public can enjoy the natural resources.

Northwest Seattle

Broadview, Bitter Lake, and Haller Lake

Design and construct a primary network of concrete sidewalks with planting strips.

Establish a secondary network of footpaths (concrete, asphalt, or gravel walkways separated from the street by as much as the right-of-way allows) to link residents to the primary network, transit stops, parks and other community focal points. Provide footpaths based on the following prioritized list. All footpaths shall include curbing or an alternative type of barrier to separate the roadways from the pedestrian paths and prevent parking on pathways. Provide asphalt footpaths on both sides of N.W. 125th Street from 3rd Ave. N.W. to 8th Ave. N.W. Connect N. 124th Street to N. 115th Street along Stone Ave. N. with a single footpath.

Provide continuous asphalt footpath along one side of Roosevelt between 1st Ave. N.E. and Aurora Ave. N. Provide asphalt footpaths on both sides of N.W. 130th Street between 3rd Ave. N.W. and 8th Ave. N.W.

Provide a continuous asphalt path on at least one side of the street encircling Haller Lake.

Provide sidewalks along the west side of Linden Ave. N. between N. 128th Street and 145th Ave. N. as part of the Interurban Greenway/Urban Trail, and install benches, waste receptacles and landscaping for pedestrian rest stops along the way.

Establish a network of designated bicycle streets and bicycle lanes that are integrated into the City bicycle circulation system. Making use of local properties, street easements and public rights-of-way, the City will create bicycle/pedestrian pathways connecting to existing bicycle street lanes and urban trails. Use existing public rights-of-way to establish separate bicycle/pedestrian pathways along the following routes:

- The Interurban Trail (from N. 105th Street to N. 145th Street) following the City Light rights-of-way and then north along Linden Ave. N., to include a separate bike lane or curbing barrier along Linden Ave. N. from N. 128th Street to N. 145th Street.
- Roosevelt Way N./N.E. (either side) from 3rd Ave. N.E. (North Acres Park) to N. 145th Street and Aurora Ave. N. To include curbing or existing drainage ditches as a traffic barrier.
- N. 135th Street between Ashworth Ave. N. (Ingraham High School) and Stone Ave. N. (existing paved segment to existing signalized Aurora crossing.) This segment would complete a Meridian Ave. N. to Aurora Ave. N. pedestrian/bicycle route.
- N. 143rd Street between Linden Ave. N. and Greenwood Ave. N.
- Between 3rd Ave. N.W. and the entrance to Carkeek Park along the existing east-west right-of-way south of N.W. 113th Place.

- Develop wide promenade-style sidewalks along Linden Ave. N. between N. 128th Street and N. 145th Street, with signature lighting fixtures, benches, street trees, landscaping, and public art features. If possible, the sidewalks shall be constructed with innovative permeable surfaces.
- Ensure that Linden Ave. N. between N. 128th Street and N. 145th Street is developed as a segment of the Interurban Greenway/Urban Trail.
- Establish a minimum of 15-foot greenbelt buffer along City right-of-way from roughly N. 121st Street to N. 130th Street. Should consist of different types of planting areas including trees, shrubs, and flowers.

Identify environmentally sound ways to increase public access to the area’s lakes, creeks, and Puget Sound and to enhance existing public access locations. In addition, establish incentives for private property owners to increase public access to the shorelines and other public natural areas.

Aurora - Licton

Replace the Boardwalk at Licton Springs Park.

Create public walkway along the north side of the Wilson-Pacific site connecting N. 92nd Street to Stone Ave. N.

Provide a ramp on the west side of the pedestrian bridge at N. 103rd and Aurora.

Study the possibility of a pedestrian pathway under I-5 to connect Aurora-Licton to proposed Northgate Sound Transit Station and the possibility of allowing Thornton Creek to run adjacent to this pathway.

Crown Hill – Ballard

Develop two-acre “passive” park as an identifiable civic space for adjoining facilities.

Complete the Burke-Gilman Trail through Ballard along railroad right-of-way between 11th Ave. N.W. and the Locks. Ensure appropriate design to maximize safety for trail users and minimize impacts on adjacent industrial activities.

Improve the shoreline access at 34th Ave. N.W. street end, along the Burke-Gilman Trail.

Create pedestrian “green links” to the site of the Crown Hill School.

Preserve all street end public rights-of-way for future water, view, or pedestrian access.

Develop landscaped boulevards:

- 8th Avenue N.W.
- 14th Avenue N.W.
- 24th Avenue N.W.

Develop 28th Street Promenade.

Preserve remaining natural areas and connect to improved parks and developed green corridors. Develop green links by increasing street trees and landscaping within the public right-of-way and adjacent private property and connecting open space sites with other public facilities using pedestrian friendly design elements.

Green Lake

Create attractive links to the future N.E. 65th Street Sound Transit light rail station to encourage pedestrian and bicycle use (rather than vehicle use) by a high percentage of residents and visitors.

Build a pedestrian gathering place or plaza in the Residential Urban Village. It should serve as a focal point and gathering area for the urban village and a connection to the Lake.

Use colored and/or textured paving materials at all crossings to the lake.

Work with administrators of public and private schools to enhance their open space and integrate it into the community.

Build landscaped medians down the middle of Linden Avenue North & Green Lake Drive North.

Develop a major “Woodland Greenway” connecting the Burke-Gilman Trail from N. 34th Street to South Green Lake at the amphitheater. Additional connections would include using the Woodland Park bridges to Phinney Ridge at the rose garden, and Linden Ave. N. and Fremont Ave. N. reaching north to the “Interurban Trail.”

Conduct a study to evaluate a bridge or tunnel across Aurora Ave. to access the park. Study should also evaluate enhancing the existing at-grade crossing at N. 68th Street with a refuge island.

Develop a pedestrian network to link parks, public spaces, art, and neighborhood commercial districts. This network would include planting trees, placing planter boxes, placing decorative light fixtures, placing benches, placing decorative garbage cans, placing kiosks, placing bus shelters, and placing artwork and murals.

Fremont

Develop an exclusive bicycle/pedestrian crossing of Aurora Avenue in the vicinity of N. 43rd Street and link the new crossing with Wallingford's proposed N. 46th Street - N. 47th Street bicycle/pedestrian corridor.

Develop Hill Climb (steps) between N. 35th Street and N. 36th Street to connect the Troll site with the property west of the Fremont Library.

Develop a pedestrian loop (route) through Fremont - Map the route, officially designate the route (City), and designate art and sculpture sites.

Improve connections between the main bicycle routes and trails passing through Fremont including:

- Fremont Bridge
- Ship Canal Trail (s/o Ship Canal)
- Burke-Gilman Trail (n/o Ship Canal).
- Dexter Avenue bicycle lanes.
- Westlake Avenue Trail.

Greenwood Phinney

Create a network of bikeways and walkways that are safe, clearly identifiable and active which connect neighborhoods to parks, neighborhoods to neighborhoods and commerce areas to open space.

Designate the Power Line Corridor as a public mall.

Provide green medians on 8th Ave. N.W.

Designate the following as “Green Streets”:

Type 11:

- N. 97th Street between Fremont & Greenwood, 103rd between Fremont & Evanston.

Type III:

- Fremont Ave. N. 87th between Evanston & Fremont, 92nd between Fremont & Evanston.
- N.E. 71st between Green Lake Way N. and Roosevelt Avenue N.E.
- Wallingford Avenue N. between N. 85th Street and W. Green Lake Drive N.
- Kenwood Pl. N. between N. 56th Street and E. Green Lake Way N.
- N. 67th Street between Dayton Avenue N. and Aurora Avenue N.
- N. 71st Street between Dayton Avenue N. and Aurora Avenue N.
- N.E. 65th Street from Woodlawn Avenue N. to E. Green Lake Way N.

Type IV:

- N. 97th between Greenwood & Phinney.

Preserve the Olmsted Route at Woodland Park, via Greenwood/Phinney and N. 67th Streets (PNA N.W. corner) and along right-of-way corridor from N. 105th Street to N. 90th Street.

Develop a 10-15-foot buffer of green/Open Space along North 85th Street at Fred Meyer/Greenwood Market/Bartell’s property.

Appendix C: List of Parks with Hiking Trails

Note: Maps of the trails in the following parks are available at the web site of the Seattle Department of Parks and Recreation: www.ci.seattle.wa.us/parks/trails.



Taylor Creek Trail

- Camp Long
- Carkeek Park
- Cowen Park
- Dearborn Park
- Discovery Park
- Fauntleroy Park
- Frink Park
- Genesee Park
- Golden Gardens
- Hitt's Hill Park
- Interlaken Park
- Jose Rizal Park
- Kinnear Park
- Lake People's Park
- Lake Ridge Park
- Lawton park
- Leschi Natural Area
- Licton Springs Park
- Lincoln Park
- Madrona Woods
- Magnuson Park
- Martha Washington Park
- Matthews Beach
- Mt. Baker Park
- Northeast Queen Anne Greenbelt
- Northacres Park
- Puget Park
- Ravenna Park
- Schmitz Reserve
- Southeast Queen Anne Greenbelt
- Seward Park
- Washington Park
- West Crest Park
- West Duwamish Greenbelt

Appendix D: Source Materials and Links

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